How UP Lights Ogden Rip Track

October 3, 1960

RAILWAY AGE *weekly*

↑ Working Flexi-Van load at new REA terminal... p 12

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PRR Mechanizes Tax Accounting... p 18

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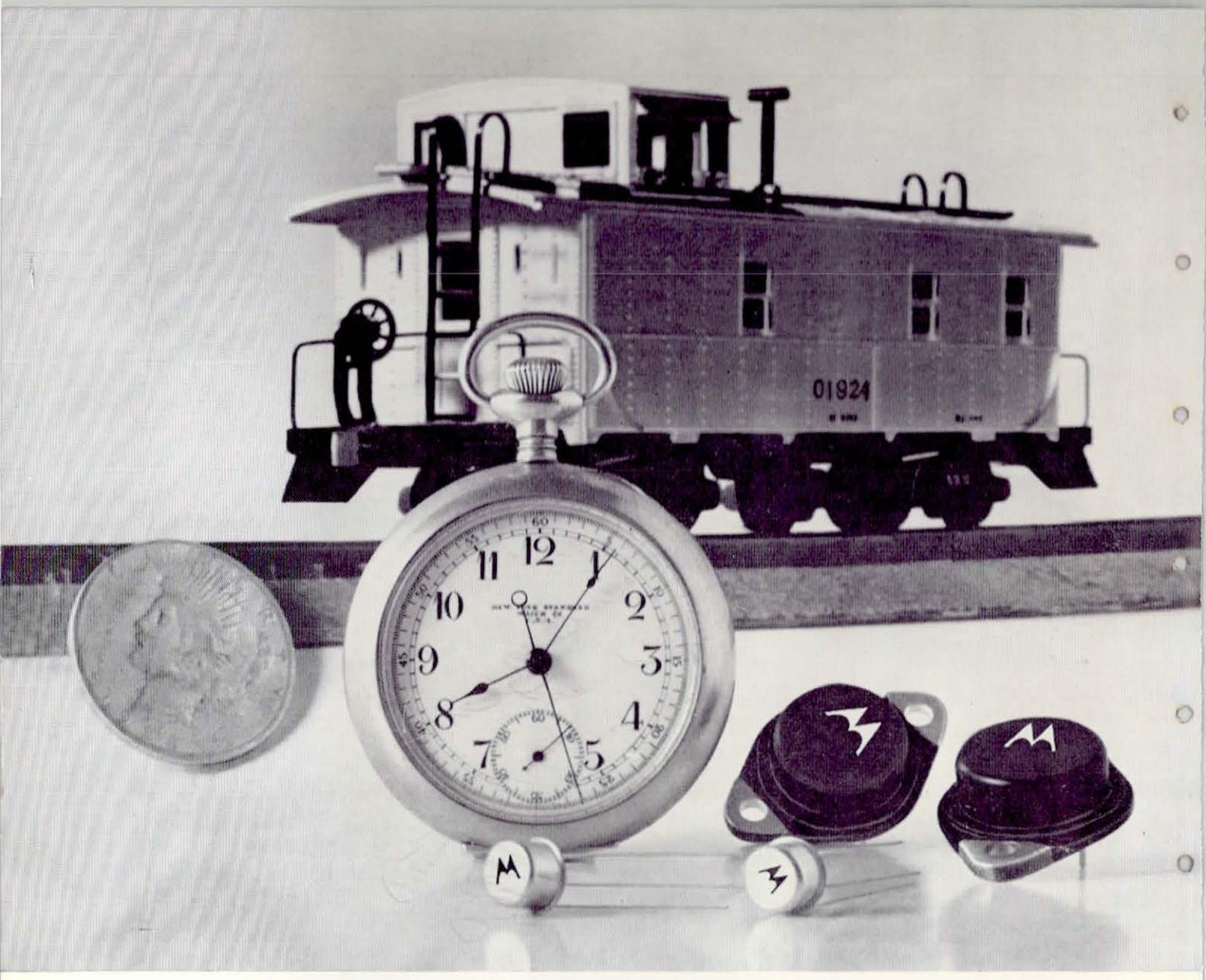

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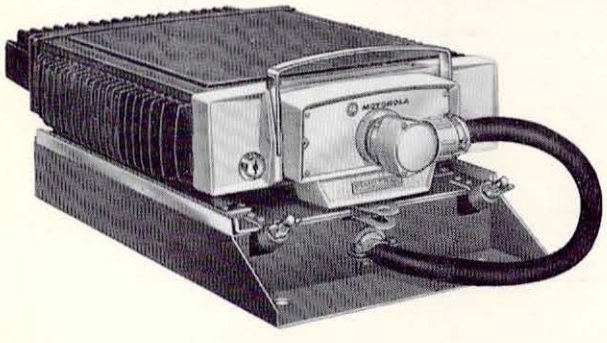

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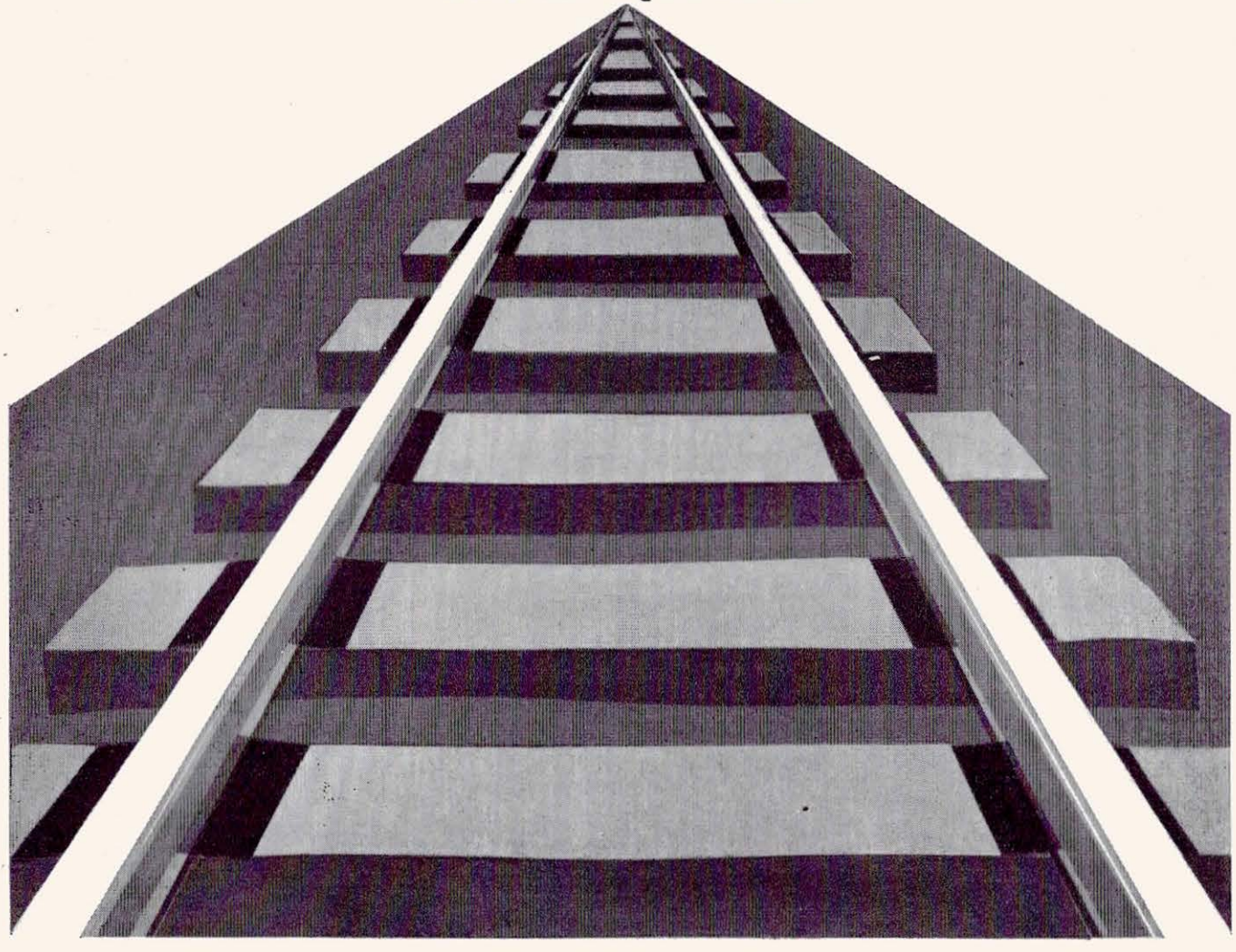

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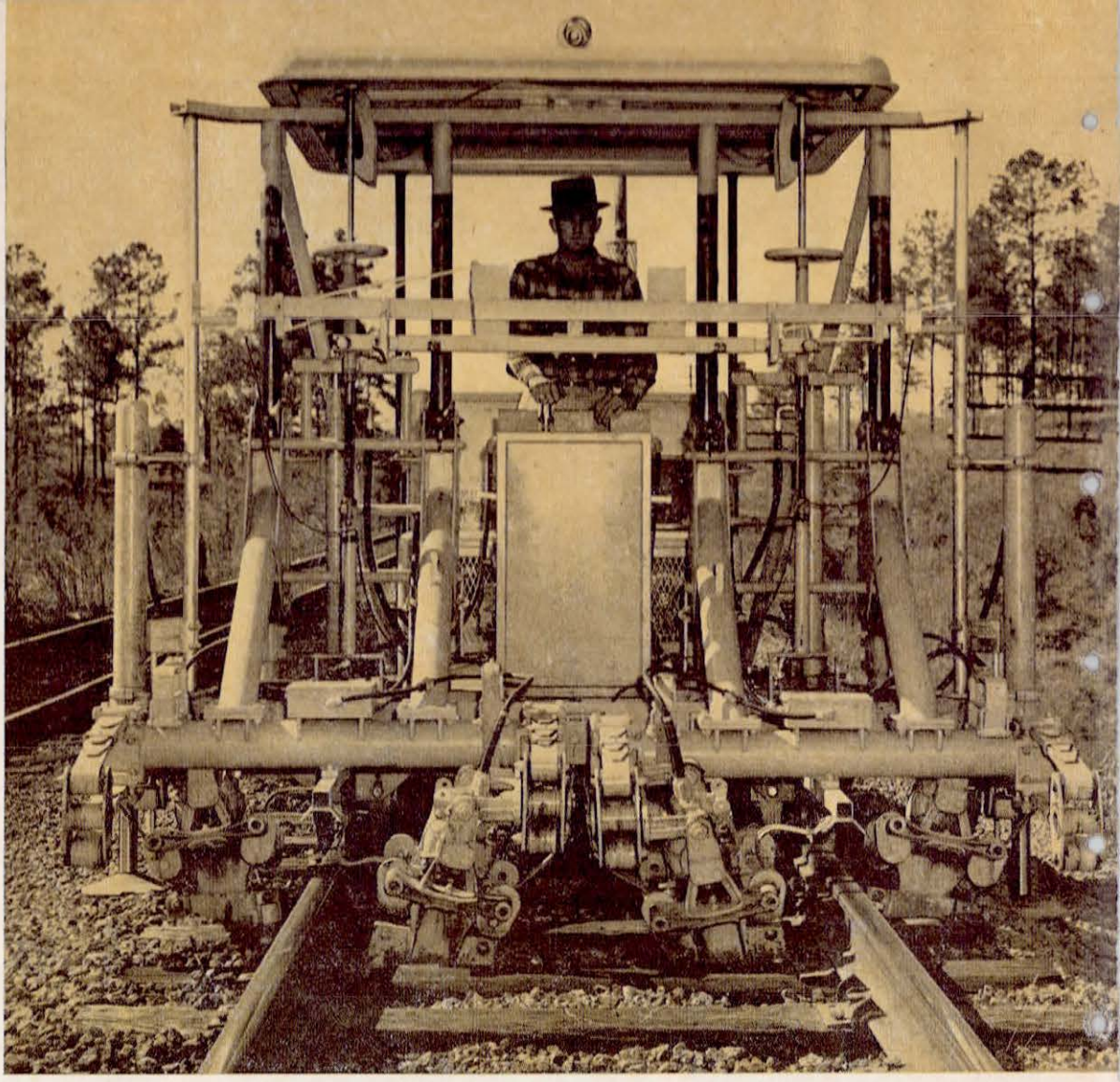

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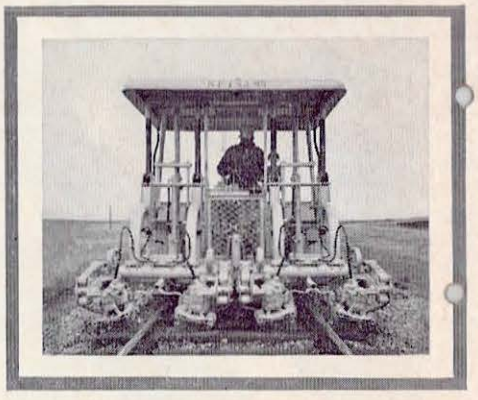

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RAILWAY AGE *weekly* October 3, 1960 • Vol .149, No. 14

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Rail rocket role defined ..... p. 9

In a four-day missile transportation seminar conducted by the Department of Defense at the Army Air Defense Center, Fort Bliss, Texas, rail participants were reminded of rail achievement in rocket transportation — and heard that the potential of surface transportation remains almost wholly untapped.

Cover Story—REA speeds its key-point terminal program p.12

The program is designed to improve express service on a nationwide scale by centralizing terminal operations. The first new terminal, a $125,000 facility, was opened last month. A $500,000 terminal is scheduled to open this month at Garden City, Long Island.

Convair shows rapid-transit car design p.16

The aircraft manufacturer developed the design to meet requirements of the San Francisco Bay Area Rapid Transit District. It is said the car would have twice the effective speed of a conventional interurban car or subway train.

Cover Story—PRR mechanizes property tax accounting p.18

The new procedures, using IBM equipment, will streamline payment of more than 25 different types of taxes. In addition, the new system permits production of many statistics useful to management but not now readily available.

Cover Story—How the UP lights Ogden rip track p.24

Output has jumped an average of five cars per shift since the road installed a new lighting system in its Ogden, Utah, repair yard. The level of illumination is so even that stand lights are no longer needed.

Port agency will bid for H&M p.32

The Port of New York Authority, long committed to a policy of developing highway facilities between New York and New Jersey, now says it is willing under certain conditions to pay $20.5 million for the H&M Railroad — and spend another $49.5 million in rehabilitating the rail transit line.

The Action Page—High switching costs reduce jobs p.38

Terminal costs have a direct bearing on the railroads' ability to compete for traffic. When traffic is driven away by high costs, which mean high rates, railroad employment suffers. Cost control is of vital and parallel interest to both management and labor.

solo performance

One-man loading scores big piggyback savings

It's a one-man job, loading or unloading the new General American G-85. Securing the trailer is done from within the cab. Center guide rails assure automatic alignment—make it a simple hands-off-the-wheel job.

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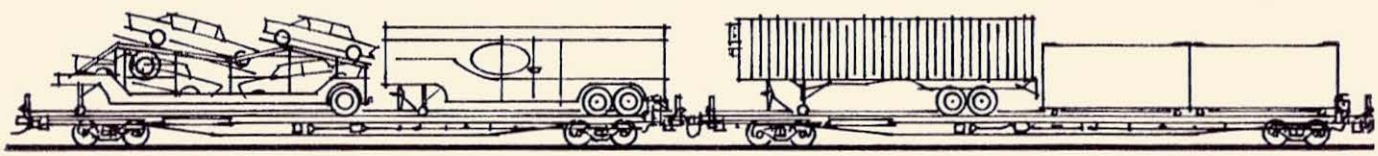

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Week at a Glance CONT

Current Statistics

Operating revenues		
7 mos.,	1960 ...	$5,647,350,460
7 mos.,	1959 ...	5,846,964,866
Operating expenses		
7 mos.,	1960 ...	4,468,305,006
7 mos.,	1959 ...	4,562,546,451
Taxes		
7 mos.,	1960 ...	616,918,640
7 mos.,	1959 ...	632,589,611
Net railway operating income		
7 mos.,	1960 ...	354,373,380
7 mos.,	1959 ...	462,418,217
Net income estimated		
7 mos.,	1960 ...	248,000,000
7 mos.,	1959 ...	339,000,000
Carloading revenue freight		
37 wks.,	1960 ..	22,029,391
37 wks.,	1959 ..	22,258,101
Freight cars on order		
Sept. 1,	1960 ...	23,866
Sept. 1,	1959 ...	37,172
Freight cars delivered		
8 mos.,	1960 ...	39,419
8 mos.,	1959 ...	27,435

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Short and Significant

Erie and Lackawanna directors . . .

at separate meetings last week formally accepted terms and conditions of the Sept. 15 ICC order approving merger of the two lines. The first meeting of the 22-man board of directors of the merged company will be held in New York City Oct. 17 to transact necessary legal and corporate matters, including election of officers. It is expected that first official announcement about the officers of the new Erie-Lackawanna Railroad Co. will be made after the Oct. 17 meeting.

Tariffs have been filed . . .

with the ICC by ten western carriers asking a 5% increase in interstate passenger coach fares effective Oct. 1. Requesting the increase are CB&Q, CGW, Milwaukee, Frisco, Wabash, C&S, FW&D, GM&O, D&RGW and UP. Intrastate coach fares will also be affected in Arkansas, Iowa and Michigan.

An emergency board . . .

has been created by President Eisenhower to investigate the wage-and-rules dispute between railroads with marine operations in New York Harbor and those of their employees who are represented by the International Organization of Masters, Mates and Pilots. The President acted after the union posed a strike threat.

October 20 is the date . . .

by which the LIRR will have to file its reply to BRT's $10 million damage suit against the railroad service interruption insurance program (RA, Sept. 12, p. 60; Sept. 19, p. 70).

Forecast of shippers' advisory boards . . .

estimates that carloadings of the current quarter will be 6.1% above those of 1959's fourth quarter. The estimate puts prospective loadings in the 32 principal commodity groups at 6,418,840 cars compared with actual loadings of 6,049,552 cars in last year's fourth quarter.

Mail-pay cases . . .

will perhaps be settled on agreed-on bases. The Post Office Department has advised the ICC that it wouldn't oppose increases averaging 8% for eastern railroads and 13% for southern roads. These would raise the annual mail-pay of those roads by about $11.7 million and $5.8 million, respectively. A similar settlement is expected in the western roads case which was scheduled for public hearing this week.

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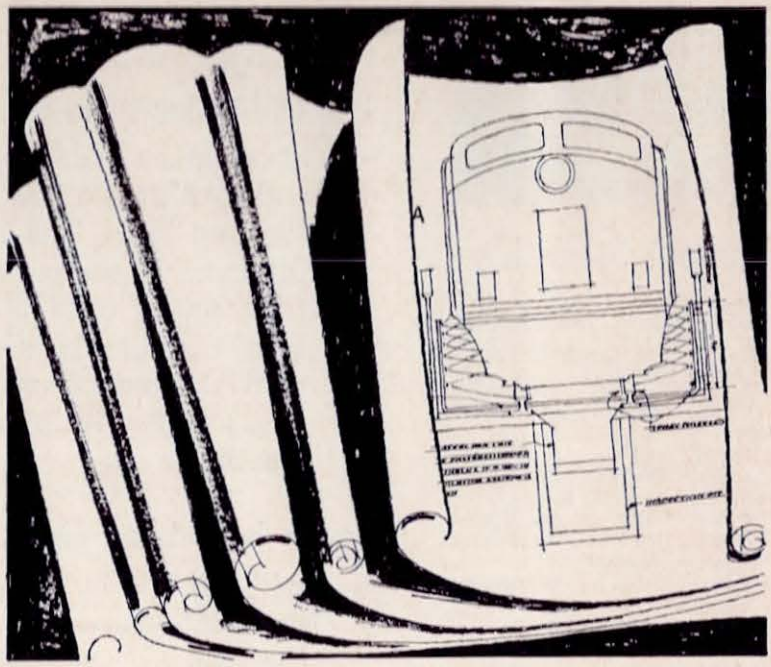

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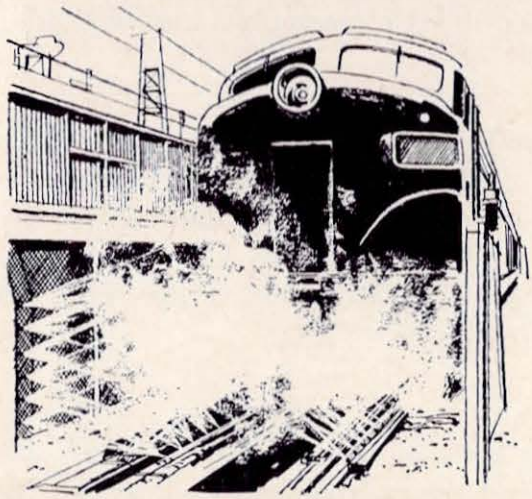
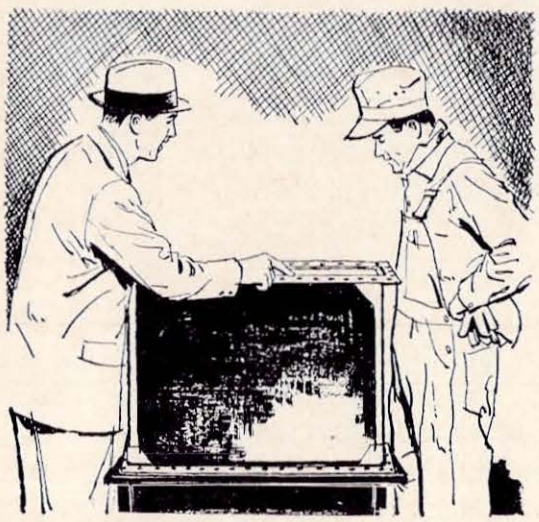


BETTER CLEANING METHODS



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Rail Rocket Role Defined

► The Story at a Glance: Transportation methods and service standards that sufficed during the era of conventional artillery don't meet the demands of the new age of rocketry and missilery. This was the word—presented in broad and specific terms during a four-day missile transportation seminar held at the U. S. Army Air Defense Center, Fort Bliss, Tex.

Basically, the armed forces make the same demands of transport companies that other shippers do. But where the U.S. missile program is concerned, there's absolutely no room for compromise on those demands. Service, responsibility, reliability of the carrier must be assured. The world situation and the requirements of the national defense won't permit any less rigid approach, military leaders told transport representatives at the recently concluded Department of Defense-Carrier missile seminar at Fort Bliss.

Thus far, they said, the potential of surface transportation remains almost wholly untapped. Railroads have played a part—in development of shipping methods for Polaris motors, for example, and in the upcoming large-scale participation in the Minuteman project which will put roving missile bases on rails. Motor carriers have made a number of special moves, particularly in connection with shipment of oversize missile components. But military air transport has assumed perhaps the largest role—the speed is there, the security is the tightest, the equipment is available and can be modified to meet specific cargo needs.

Railroad industry personnel (including AAR and Railway Express Agency delegations) represented about 10% of the total conference attendance. And the carriers' principal spokesman on the program—C. D. Buford, vice president-operations and maintenance, AAR—put the railroads squarely into the missile transport picture with a comprehensive outline of available industry services and specific proposals for future improvement of transport capability.

As a matter of future practice, Mr. Buford recommended that the military development agency and the prime contractor involved in a specific project bring railroad know-how into play in the early planning stages. He also suggested that governmental agencies might enter into developmental contracts with transport agencies, in order to promote utilization of the full range of laboratory and research facilities of transportation companies and their suppliers.

Both the rail shipment method developed for Polaris and the close rail-military cooperation on Minuteman, he commented, show what can be done when rail facilities and experience are brought to bear early in the weapon system's development.

Railroad participation, however, isn't just a matter of technology and service. Certain critical considerations in the legal area remain to be settled—principally the matter of legal protection for carriers hauling extremely hazardous materials. The problem, AAR General Solicitor W. M. Moloney said, calls for enactment of "broad, comprehensive and flexible" legislation to permit negotiation of indemnification contracts covering movement of dangerous commodities for the missile program.

"Many of the railroads are very close to refusing to handle very hazardous material, [and] management reluctance to undertake tremendous hazards could be a real deterrent to the program," Mr. Moloney said.

The military may be convinced that the "incident" potential is slight, Mr. Moloney noted. But the military is still compelled to take every possible safeguard—and, he said, the railroads are in exactly the same position, with their investment, their property and their public liability to worry about. Consequently, the carriers must be adequately protected against even the remote possibility of an incident occurring.

Moreover, Mr. Moloney noted, industry attorneys have held that there's no common carrier responsibility to move such extremely dangerous material and railroads don't hold themselves to be performing a common carrier function in, for example, movements for the AEC.

Two other rail industry representatives also took major parts in the seminar: T. R. Frederiks, manager, applied research, New York Central; and Al Grassmuck, chief inspector, Chicago area, AAR Bureau of Explosives. Both men stressed the industry's extensive

Electro-Motive: 8,000-hp Demonstrators

"Hot-shot" freights, hauled by 8,000-hp GP-20 demonstrators highlight locomotive replacement concept of Electro-Motive Division of General Motors Corp. Four GP-20's replaced five F units in demonstration runs on Burlington's Chicago-Denver line, while three "Geeps" replaced four F's on Chicago-Minneapolis trips. On Chicago-Denver run, the demonstrator hauled 107-110 cars totaling 4,200-4,575 tons, at speeds up to 60 mph. Similar tests have been made on NYC, with four GP-20's replacing five units on runs out of Selkirk (Albany, N.Y.), Dickerson, W. Va., and Columbus, Ohio. The 8,000-hp unit has also been demonstrated on B&O and GM&O, will operate on 21 other roads during coming weeks.

background of experience—in research and development to reduce in-transit shock and vibration, in transporting conventional munitions in regular movements, in working out new methods for handling the larger components involved in present weapons systems.

The Department of Defense sponsored the meeting, through the Department of the Army and the Military Traffic Management Agency. Registration lists showed railroad and supply industry representation from the AAR, Atlantic Coast Line, Burlington, Chesapeake & Ohio, Rio Grande, Milwaukee, New York Central, Santa Fe, Southern Pacific, Texas & Pacific, Rock Island Motor Transit, Santa Fe Trail Transportation, Railway Express, the three territorial traffic associations, General American and Clark Equipment.

Watching Washington *with Walter Taft*

• **THE ICC IS NOW ON RECORD** with its interpretation of the 1958 Transportation Act's rate-freedom provision which is now Section 15a (3) of the Interstate Commerce Act. It means, the Commission says, that "In all intermode competitive situations coming before the Commission, each mode is given full opportunity to make rates reflecting its inherent cost and service advantages within lawful limits determined by the standards of lawfulness in the controlling rate-making provisions of the Act, giving due consideration to the Congressional policy declared in the Act."

THE INTERPRETATION was embodied in a letter the Commission's Committee on Legislation sent to Chairman Magnuson of the Senate Committee on Interstate and Foreign Commerce. The letter's main purpose was to oppose proposed legislation which would require all joint rail-water rates to be differentially lower than competing all-rail rates.

THE COMMISSION THOUGHT its views on the "important" rate-freedom matter might be helpful. The thought was inspired by the "substantially different interpretations" which have been urged by "responsible advocates," depending upon "their particular rate-making philosophy and sometimes perhaps upon their immediate interests."

TWO SUBSTANTIVE PROVISIONS are contained in the rate-freedom paragraph, the Commission said. It identified them as requirements that, in determining a reasonable minimum rate, the Commission shall consider the facts and circumstances attending the movement by the carrier or carriers to which the rate is applicable, and that the rates of a carrier shall not be held up to a particular level to protect the traffic of any other mode.

THESE CHANGED THE ACT, the Commission continued, thus rejecting contentions that the new section accomplished nothing. In other words, the provisions it considers "substantive," the Commission also considers "new" in the sense that the Act previously contained no provisions dealing specifically with similar rate-making considerations "as applied to voluntary intermode competitive situations."

THEIR PURPOSE was made "quite clear" to the Commission by the Senate committee's report on the bill which became the 1958 Act. That purpose, as the letter put it, was to express disapproval of those decisions "in which Congress doubted that the Commission had been consistent" in allowing carriers proposing competitive rates to assert their inherent advantages, and to admonish the Commission to be consistent in following the policy set out in its 1945 decision in the so-called Automobile case. That "policy" was stated in language like that now found in Section 15a (3)'s "substantive" provisions.

FULL AGREEMENT was expressed by the Commission with the Senate committee's statement that the section calls for placing "the principal, but not exclusive" emphasis on conditions attending movement of the traffic at stake by the carrier proposing a competitive rate. "That construction has been consistently followed by the Commission," the letter asserted. In another place, it said the Commission is applying the section "in full compliance with the letter and spirit of the statute."

A SOUND, OBJECTIVE AND PRACTICAL interpretation "becomes less formidable when it is understood that there is not the slightest indication of any intention to change or modify in any respect whatsoever the standards of lawfulness specified in the other rate-making provisions of the act," the Commission also said. It added that much of the "confusion and misunderstanding" has resulted from "determined efforts" to apply the section literally and independently of those other standards.

THIS "FACT," that the section was designed "to supplement—not subordinate"—the Act's other rate-making standards, became "abundantly clear" to the Commission when it considered the section's last clause, requiring that competitive rate decisions give "due consideration" to objectives of the National Transportation policy. This clause has been embraced by railroad competitors. It permits them to base protests against railroad rate innovations on the policy's call for prevention of "unfair or destructive competitive practices."

MEANWHILE, the letter also indicated that the Commission adheres to its previously-expressed view that, "ordinarily," fully-distributed costs should be the basis for identifying the low-cost carrier, and thus the rate-making carrier, in a competitive rate situation. That's directly contrary to the railroad position that fully-distributed costs should have no role in competitive rate-making.

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PFE *chooses*
General Steel Underframe Ends For Mechanical Reefers

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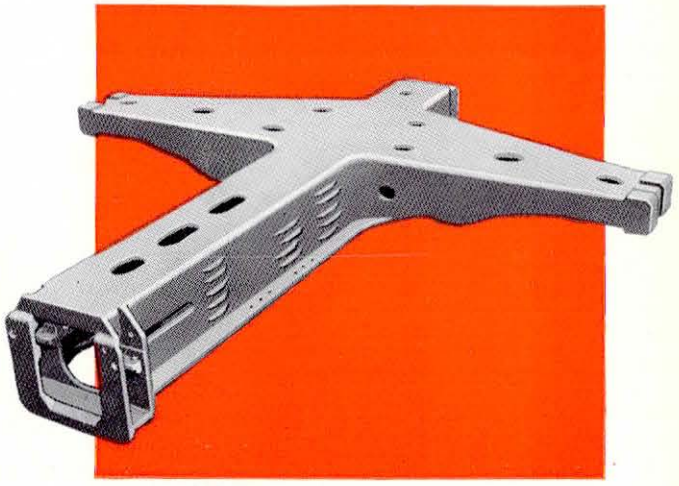

GENERAL STEEL CASTINGS

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CONSOLIDATED EXPRESS TERMINAL at Garden City, Long Island, shown here in an artist's rendering, will be the first of REA's new "key point" terminals in the New York area. First in the nation was at Kalamazoo.

REA Speeds Key-Point Program

► **The Story at a Glance: Railway Express Agency's nationwide program to improve efficiency in centralized terminal operations got a big boost last month with the opening of the first of its new "key-point" terminals, a $125,000 facility at Kalamazoo, Mich. Second step will be a half-million dollar centralized terminal at Garden City, Long Island, scheduled to open this month.**

REA's key-point terminal program will eventually improve express service on a nationwide scale. Currently it is speeding the processing and handling of surface and air shipments in the Kalamazoo, Mich., area. Before the end of the month it will provide better and faster express services to 122 Long Island communities near Garden City.

Consolidation of seven Long Island express offices into a centrally located key-point terminal will be completed and the new terminal in operation this month, Railway Express says. The new $500,000 facility will provide direct daily pickup and delivery service to 122 points now served by offices at Far Rockaway, Flushing, Glen Cove, Hicksville, Jamaica, Port Washington and Rockville Center.

Under REA's nationwide key-point program, fast rail service for long hauls between major cities is coordinated with new short-haul truck routes providing frequent service to and from key terminal area facilities. The key-point terminals, in turn, provide pickup and delivery service in a radius of 25 to 30 miles around the terminal area.

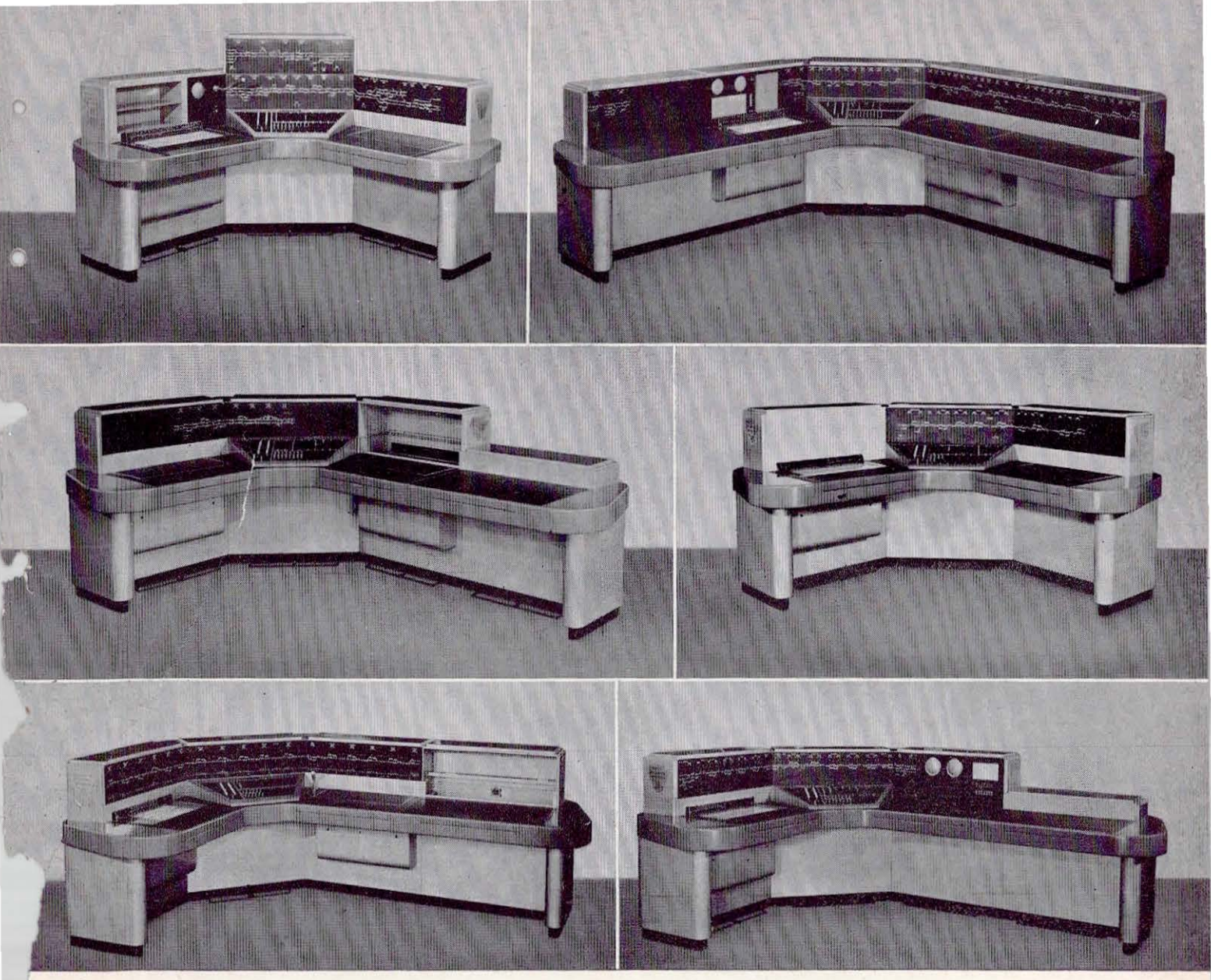
At Garden City, when the new consolidated terminal is in operation, all traffic between Garden City and rail terminals and airports in New York will move by direct express truck highway service. This will make possible "earlier and more frequent arrivals and departures, affording more direct and better service to express customers," Railway Express said, in announcing the scheduled opening of the new facility.

Other key point terminals will be established later at Brentwood and Riverhead to cover the remainder of Long Island points, the agency says.

The key-point terminal at Kalamazoo, which was dedicated and opened officially on Sept. 21, is expected to double previous express-shipment handling capacity in the expanded, 100-square-mile Kalamazoo Terminal area. Kalamazoo and 14 other cities and towns receive daily pickup and delivery service from the new facility (see box).

Fact Sheet—REA 'Key Point' Terminal, Kalamazoo

- **Scope of Operations:** REA pickup and delivery service covers the entire corporate limits of Kalamazoo and 14 surrounding communities.
  Additionally, express offices at two other communities are served daily (Mon. thru Fri.) by REA's own over-the-road truck routes.
- **Area served:** About 100 square miles and some 150,000 people.
- **Volume of Traffic:** Some 20,000 rail and air express shipments are handled each month. This represents approximately 40,000 separate pieces of express packages, crates and cartons of all commodities including baggage.
- **Vehicle Equipment:** 19 motor trucks are used daily in express operations.
- **Inbound-Outbound Operations:** The inter-city transportation of rail and air express shipments is handled over the coordinated facilities of the New York Central and Lake Central and North Central Airlines.
- **Personnel:** Twenty-five employees direct express operations which are maintained 18½ hours daily, (5 a.m. to 11:30 p.m.) Monday through Friday and 7 hours (5 a.m. to 12 noon) on Saturday.



2,093 ~~1,836~~

~~1,400~~ Miles to be controlled by new Union Traffic Control Centers

~~13~~ 15

Since the new Union Traffic Control Center was introduced over a year ago, ~~eight~~ NINE railroads have ordered or put into operation ~~12~~ Traffic Control Centers.

These railroads have realized the advantages of Union Switch & Signal's Traffic Control Centers.

With Union Traffic Control Centers, railroads can consolidate the control of CTC in strategic locations and ultimately control an entire railroad from one central point.

A TCC unit takes up much less space than a lever type machine. And it's flexible. A 9-foot basic machine can easily be expanded vertically and horizontally to accommodate additional track diagram modular units. TCC can be applied to all types of interlockings, as well as to CTC. TCC can be used with any existing control system.

Contact your nearest Union Switch & Signal office or representative for full details about TCC.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

Car body is cut free from underframe and old side sill angle reinforcement removed. Cars require new interiors and heavier underframe reinforcements.

Car body is lifted free of underframe to facilitate extensive underframe repairs.

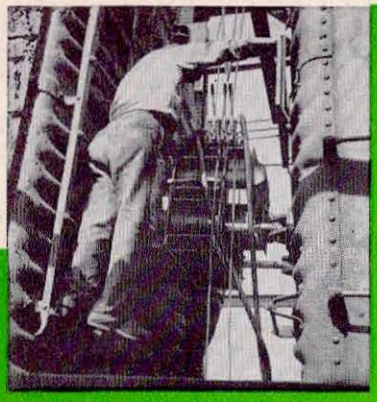
HEAVY REPAIRS at GREENVILLE

Upgrade Cars for Select Loading . . .

THE GREENVILLE STEEL CAR

These 50′ 6″ boxcars are now back in revenue service with reinforced underframes, new floors and loading devices. The pictures highlight the Greenville assembly-line techniques employed. They're different . . . perhaps the first of their kind.

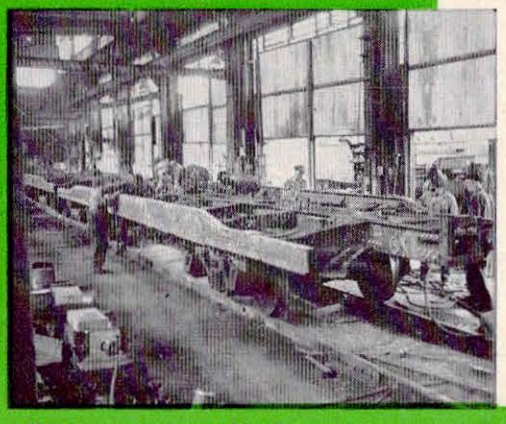
As carloadings increase, you'll want your cars on the job earning dollars. Greenville can do the heavy repair jobs and keep your shops free for running repairs. Put Greenville to work planning and scheduling your needed heavy repairs . . . getting your car fleet ready to roll. Now's the time to get started. A single phone call clears the track.



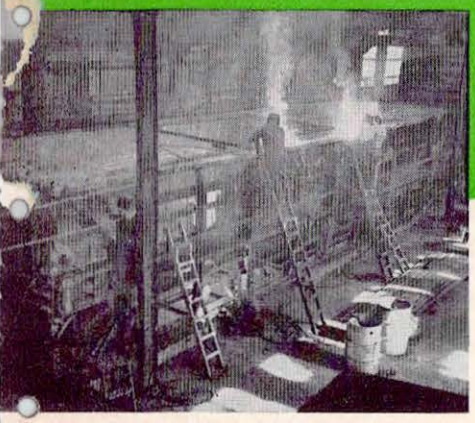
Car body ends straightened hydraulically.

Bodies are stored in shop area and are replaced on original underframe and trucks.

Underframe is clamped to special jig, straightened, bolsters leveled and necessary repair welds made.



Underframe on assembly line upside down to complete riveting and inspection. Note addition of new 15" channel side sill reinforcement full length of car.



Down-hand welds secure body to underframe.

New floor, end lining and loading devices installed.

Completely repainted and ready for stenciling, the cars are on their way back to revenue service.

NEW CONSTRUCTION HEAVY AND LIGHT REPAIRS LEASING

GREENVILLE

STEEL CAR COMPANY

Subsidiary of Pittsburgh Forgings Company

GREENVILLE, PENNSYLVANIA

48 Years of Experience

Convair Shows Transit Design

An aircraft manufacturer has disclosed a design for a rapid-transit car that reportedly has twice the effective speed of a conventional interurban car or subway train.

The design was developed by Convair Division of General Dynamics Corporation to meet the requirements of the San Francisco Bay Area Rapid Transit District. It could be adapted, the designers say, to the needs of any metropolitan region.

Studies leading to the design were described by F. L. Tripp, engineer project leader at Convair-San Diego, in a presentation to the Advisory Committee on Rail Cars, in connection with an American Transit Association meeting at Chicago last week.

In presenting the design, Mr. Tripp said: "It is perhaps fortunate that this investigation was initiated with respect to San Francisco requirements. Although their basic requirements for planning include an average speed of 45 mph, including 20-second station stops and other specific criteria, the general requirements are by far the most interesting, since these not only lead to flexibility in design, but tend to encourage innovations."

The general requirements, he added, were as follows:

- The system was to be a completely original design. Roadbed, track and electrical systems were to be new. Provisions already in existence were not to be incorporated in the new system.
- Maximum passenger appeal had to be included in design.
- The equipment was to be lightweight.

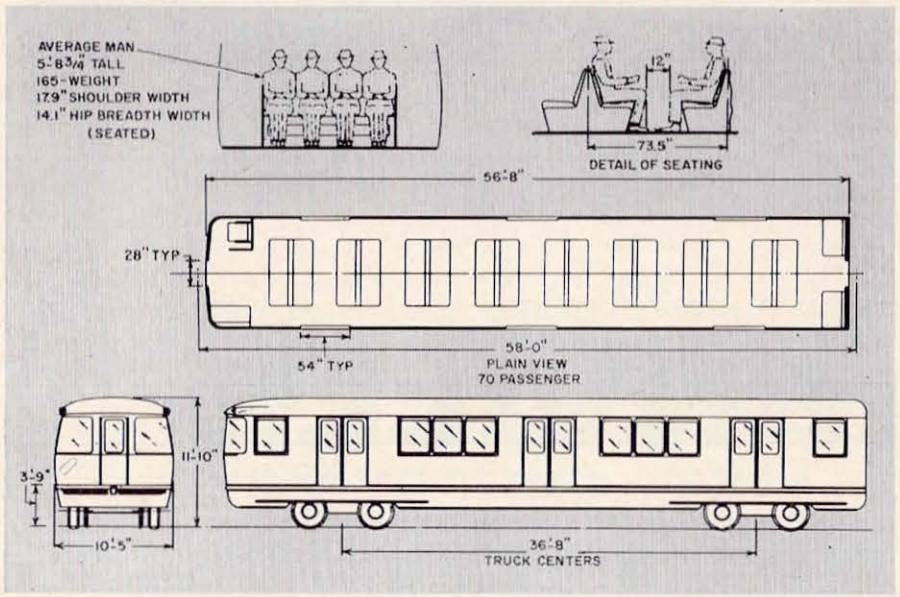
Consideration was given to steel vs. rubber for support. But, Mr. Tripp said:

"Convair studies indicated the selection of a steel support system, since apparently very little can be gained with a substantial increase in cost, using rubber.

"With a standard-gage steel support system, however, a lightweight system does not have sufficient overturning resistance to withstand a 90 mph cross wind. The necessary stability can be attained by increasing the gage to 75 inches. This was one of the areas referred to when I previously mentioned that it was fortunate we were considering a new system such as San Francisco contemplates."

The 70-passenger electrically powered car, operating singly or in trains, is designed to run on conventional rails under automatic control. Built of aluminum "sandwich" panels, like a supersonic bomber, it would weigh only 43,200 lb fully loaded. This is about half the weight of competing cars. Costs for electric power would be cut nearly in half.

Because of the car's lightness, its novel seating arrangement, and the use of multiple side doors for fast loading, it is claimed it could maintain an average speed, including stops, of 53 mph. This is on the basis of the San Francisco system, for which a station is planned at an average of every 2.42 miles. The car's maximum speed would be 80 mph.



HIGH-SPEED TRANSIT CAR seats 70, weighs only 43,200 lb, has 80 mph speed.

Station stops would require no more than 20 seconds because of the arrangement of multiple doors and center-island seating which cuts to 14 ft the maximum distance from seat to station platform.

The rapid transit car would be able to accelerate or decelerate at 3 mph per sec. Even with station stops at 1-mile intervals, it is claimed, a car could attain a speed of 75mph. At 75 mph it could be brought to a full stop in 25 seconds.

Fully automatic controls would allow trains to be operated with 90-sec. headway. A motorman would man each train to override the automatic system, if required.

The Convair car meets a requirement of the San Francisco district to provide a seat for every passenger. No standees are contemplated. This rule was adopted in the belief that any new rapid transit system must offer a comfortable, attractive environment if it is to entice commuters from their automobiles.

How Interiors Are Arranged

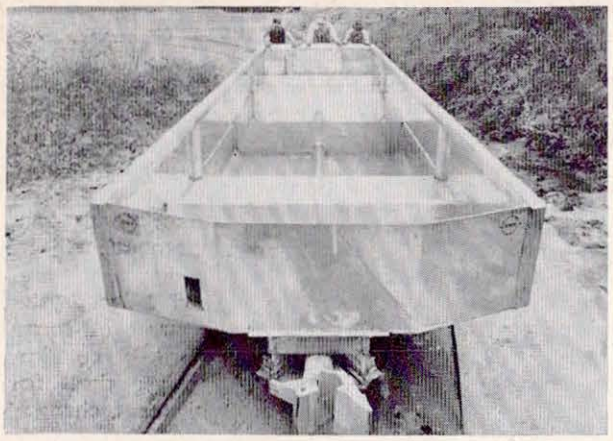
Interiors would be arranged with eight center islands, each seating eight persons. In addition, there would be three sets of two corner seats, with the motorman's control booth occupying the fourth corner. The car would have three sets of doors on each side, and doors at each end for passage through the train.

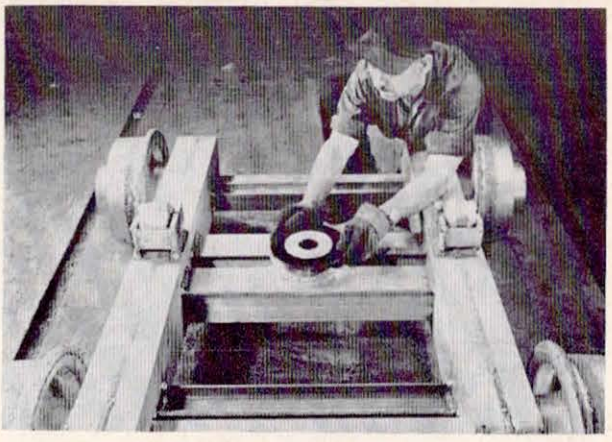
The designers used inner and outer walls of aluminum alloy sheet as the car's principal structural members—the same principle as the "stressed skin" construction of aircraft. Space between inner and outer panels would be filled with a hard foam material bonded to the metal to create a light but rigid "sandwich" structure. A similar type of construction was developed by Convair for the B-58 Hustler bomber.

Center island seating, in addition to facilitating fast boarding and alighting, makes possible a car only 58 ft long, about 13% shorter than would be required otherwise. This, in turn, reduces station platform length requirements by a like amount.

When applied to the contemplated San Francisco system, the shorter car creates a saving of 4,250 linear feet of station platform. Similar savings in yard lengths result.

The system is designed to use electric power distributed by a third-rail system. Power would be supplied by existing electric utilities.





Mining Industry Gets All-Aluminum Cars

Light-weight aluminum cars have gone into service in the bituminous coal fields of West Virginia. Built by Irwin-Sensenich Corp. of Irwin, Pa., each Alcoa aluminum car weighs only 4,900 lb and has a payload capacity seven times that amount. The cars have welded aluminum bodies. The aluminum trucks are said to be the first ever on any rail car. Service life is estimated by the builder to be 20 years.

Railroading After Hours with Jim Lyne

SILVER LINING DEPARTMENT—Reader John Burt of Winchester, Mass., believes Mike Quill's strike against the PRR may have had its favorable side—in showing the public's continued need for railroad service, while other kinds of transportation continue to get unlimited support from the public treasury.

From where I sit, the only bright side to this strike I can perceive is the widespread editorial opinion it inspired in favor of amending the Railway Labor Act to discourage or forbid railroad strikes. The most disturbing aspect of the strike, to me, was its demonstration that substitute transportation has developed to such a point that a railroad shut-down like this, for a few days, inconveniences the public but is not paralyzing.

Of course, it would have been a different story if the strike had persisted, or if additional railroads had been involved. But this strike did not have anything like the effect that a parallel shut-down would have had 30 years ago.

UNIONISTS AS REAL RAILROADERS—I have known the heads of a couple of the operating brotherhoods for some years, and have found them agreeable company—in spite of their differences in opinion with me on some major issues. A few days ago I had an opportunity to get well acquainted with a couple more of these gents; and, again, the experience was pleasurable.

In spite of all the differences between railroad managements and the operating union chiefs, the situation is a lot healthier than it is in some industries where the union leaders have no background, or pride, in the industry they have invaded. It is for this reason that I can take no pleasure in seeing Mike Quill becoming the figure he has become in the realm of railroad unionism.

ST. LOUIS BEAUTIFIES—I see from a picture in the Post Dispatch that the railroad tunnel along the St. Louis river front is just about finished, thereby bringing near to completion the Jefferson memorial area there which has been so long in process. I'd feel better about the future of St. Louis and other big cities if they were giving as much attention to up-dating their urban and suburban rapid transit as they are to parks and highway transportation.

You can't provide enough auto parking space in the center of a big city to take care of all the traffic a big city attracts, and still allow enough space for the business the city has to do to stay big.

ADAPTATION FORBIDDEN—On the matter of the 54-year-old commodities clause in the Interstate Commerce Act, which prevents railroads from engaging in other business, Les Dorr of the NIT League calls attention to that organization's enlightened position, favoring repeal of this restriction—which it adopted almost eight years ago.

Other businesses adapt themselves with ease to a changing environment by dropping one line and adding another, as the public's preferences change. But railroads are frozen by law to the status they occupied more than a generation ago—change is hampered and restricted, even when not completely forbidden. Getting into more profitable lines is frowned upon—as is also getting out of old ones that have turned sour. If manufacturers were treated like railroads are, Studebaker would still be building farm wagons—and nothing else.

PRR Mechanizes Property Tax

► **The Story at a Glance: The Pennsylvania Railroad is completing mechanization of its entire property tax accounting operation on a centralized basis. IBM mechanical equipment being used is designed to greatly improve over-all efficiency of the operation, with an added benefit of producing many useful statistics not now readily available. The new procedures will streamline payment of more than 25 different types of taxes, mailed annually in over 3,000 checks to state and local taxing districts in the 13 states and District of Columbia in which PRR operates, plus 20 off-line states and three Canadian Provinces.**

The Property Tax department of the Pennsylvania Railroad has for several years been investigating possible methods for mechanizing property tax accounting. By 1959, preliminary plans had progressed to the point where PRR's Director of Taxation, T. K. Warner, Jr., was ready to ask PRR's Methods and Procedures department to make a formal investigation of the problem and suggest a method of achieving the desired result.

Under the existing setup, tax agents are located in Philadelphia, Pittsburgh and Chicago, and for their respective territories have general supervision of property tax assessments and payments aided by supervisors and clerks.

The big problem was that the supervisors in each field office were tied down by clerical details; they had to spend too much time keeping track of their books and had too little time to spend in the field work that was the most important part of their job: evaluating PRR property and contacting taxing authorities.

E. J. Carlin, procedures analyst, and G. W. Leisner, junior programmer, were assigned to the job by the Methods & Procedures department. They began their investigation by analyzing what people did and how they did it under the existing setup. From the data collected, they came up with a preliminary plan for machine accounting that would free supervisors from much of their present clerical work: such things as paying bills, billing tenants, retyping ledgers, posting to ledgers, preparing monthly and other statistics.

Under the preliminary plan, all necessary statistical information would be transferred from existing ledgers in all three field offices to cards for a master file which would be maintained at one central location—Philadelphia. From these would be mechanically prepared accounts receivable, accounts payable, monthly ledger sheets and monthly statistics required for the entire railroad.

R. B. Hain, manager, property taxes, and his entire department reviewed the preliminary plan in detail, picking flaws wherever possible, suggesting changes that would improve efficiency or make available more information. When both groups agreed on details, the process of conversion to the new system began, early last spring.

The first step was to prepare a property tax conversion sheet for transferring information from ledgers to the centralized master file of punched cards. Each field agent and supervisor filled out his own sheets. These contained 50 columns used to code information for property tax accounting purposes. Column headings included: card code, name and address code, tenant code, levels of government (state, county or other), owning company (where ownership was in the name of a PRR affiliate for which PRR's property tax department is responsible), region, parcel number, assessment or annual base amount, account distribution, type of tax, base amount per payment, and the month and day payment is due.

When the conversion forms were filled out, they were sent to PRR's Data Processing and Office Services.

One card was prepared for the master file for each bill received in the office. This could require more than one card for each parcel, since on an individual parcel with leased buildings, the railroad might be responsible for the land, and the tenant for the building, taxes. For bills where part of the tax should be collected from the lessee, the railroad needed to keep separate records of accounts payable and receivable from its tenants.

The cards, as prepared, contained information not necessary merely to pay bills. The additional information was designed to make it easy to collect statistics that are useful or necessary, but not regularly required.

PRR's Property Tax Department pays taxes involving about 40,000 individual assessments for the parent railroad and 42 of its subsidiary or associated companies. In some cases, bills for subsidiaries are paid from the PRR bank accounts on a PRR check, but in others the money has to be taken from an account in the name of the owning subsidiary.

Under the old ledger system, one of the major sources of complication was that handwritten notations were made on the ledger sheet for every sale, lease, assessment change or accounting change. This resulted in frequent retyping of ledgers, and also made it difficult to trace the tax history of a piece of property. All figures had to be checked by the person using the ledger. With so much personal effort required to maintain them, probably only the man who had kept the ledger knew how to interpret it.

The new card system uses codes for the parcel number, the type of property, the amount paid, etc., which greatly simplifies the work needed to keep accounts up to date.

How the New System Operates

Under the new system, when a bill is received at one of the three field offices, a clerk shows on a specially designed form, location code and new tax rate and forwards the form to the office of the manager, property taxes. There, the centralized master cards for the property are removed from file and forwarded to data processing with a copy of the form showing new tax rate. From the card and tax rate data, data processing prepares the ledger of accounts. The ledger is set up with built-in controls to make sure the calculated tax and the billed tax are in balance.

It would be possible for data processing machines to prepare the checks directly. But, because of the 43 companies involved, PRR finds it simpler to send machine-prepared accounts payable to the auditor of disbursements with a request for a check to be prepared against the proper company, made out in the correct amount to the designated payee.

The third item of monthly processing under the new system is a tax statement to tenants—bills to the tenants for taxes PRR has paid on property leased to others. Also, the new system provides at the end of each month, a monthly report on actual disbursements, which is a summary sheet of the individual accounts. This report is a bonus benefit of the card system. It is provided automatically and saves

the labor necessary under a manual-ledger system to get the same information.

PRR's new system is being adapted to include such other useful records as an accrual ledger, which will record by owning companies, by states, by tax years, by accrual accounts, the money actually spent in each account month. This will permit year-end balancing of accruals against payments.

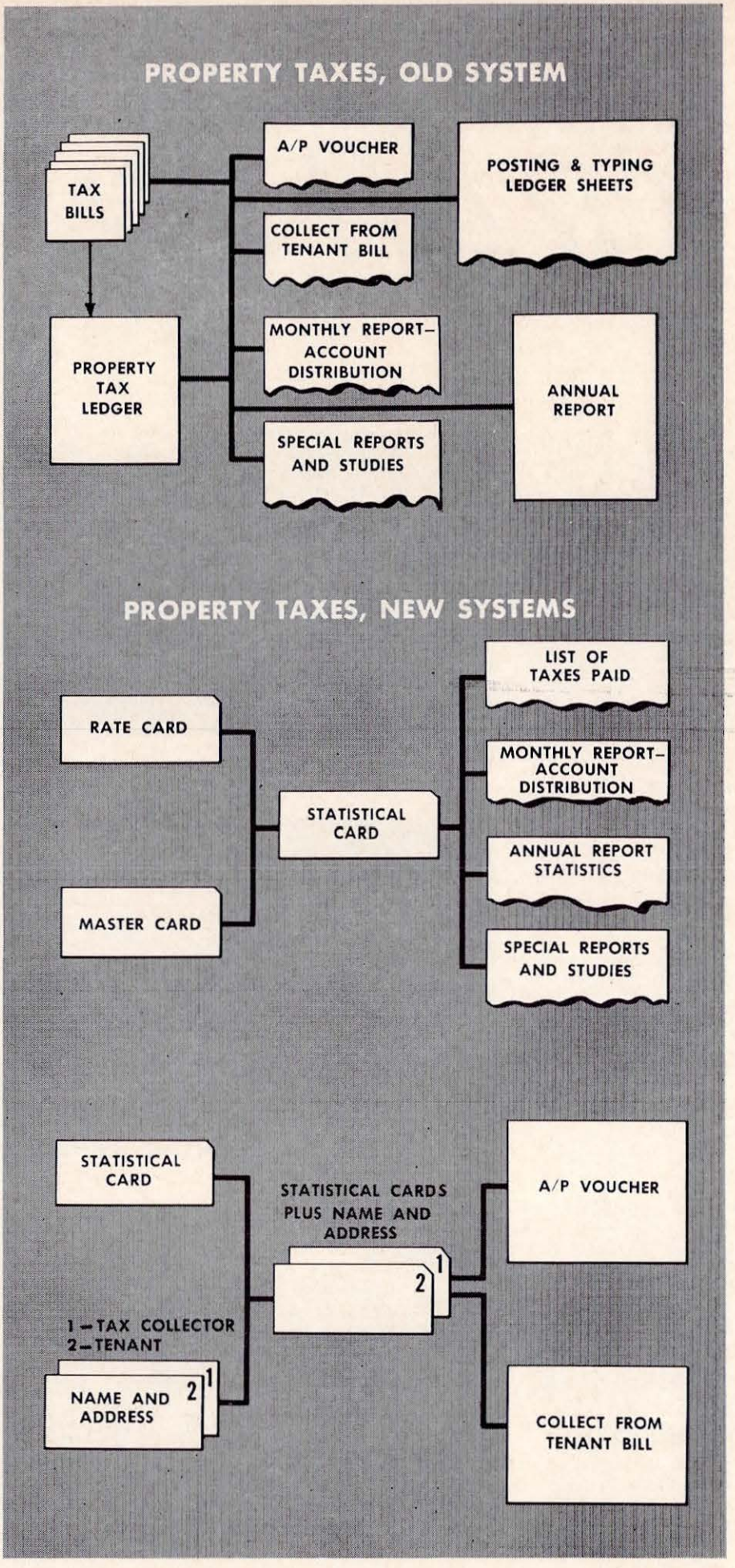
In addition, on an annual basis, PRR expects to get from the new system a variety of statistics now computed manually. These will include a summary of statistics broken down by such things as type of tax and assessment, by the nine PRR regions, by states, and by the larger cities. A lot of statistics will be included that are not now available, except by approximation after considerable manual effort; for example, how much school tax is paid, how much is paid on right of way or how much on passenger stations or what the percentage of school tax is to all taxes.

Figures of this sort are in increasing demand as railroads are asked to testify before regulatory and legislative bodies. In the past, they have been produced, with considerable effort, by two or three different departments for the occasion required and they have not always been accepted as conclusive. The new system will give figures which should be accepted without question.

Because the new procedure uses coded rather than plain language for description, PRR is setting up a McBee card system to relate the code number to an uncoded description. "Lot 150 on West Main St.," for example, appears as "43707" in the new ledgers. By working backward from the coded ledger entry to the McBee card, the property tax people can get all the information that was handwritten in the old ledgers.

The McBee card punched-hole system makes it possible to compile certain statistics without using the IBM data processing machines, where a few properties are involved.

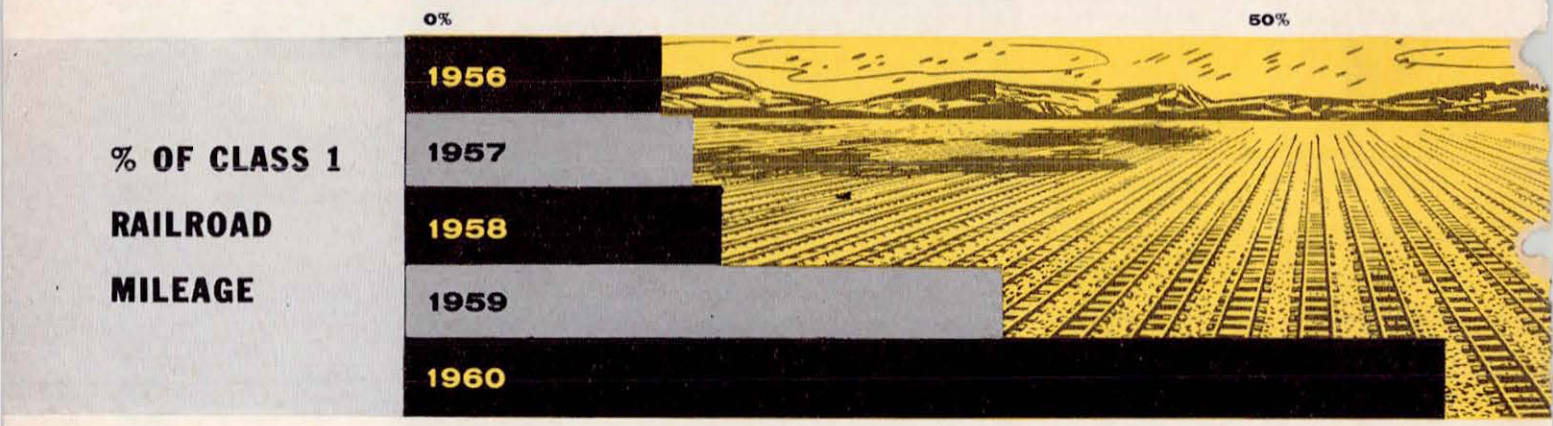
Although the Pennsylvania is just getting started with mechanized property tax accounting, its property tax people are enthusiastic about the new system. "The use of mechanical equipment is improving the over-all efficiency of our operation," says Mr. Hain, "and the new method will also make it possible for us to produce with very little additional effort many statistics useful to our management and not now readily available."



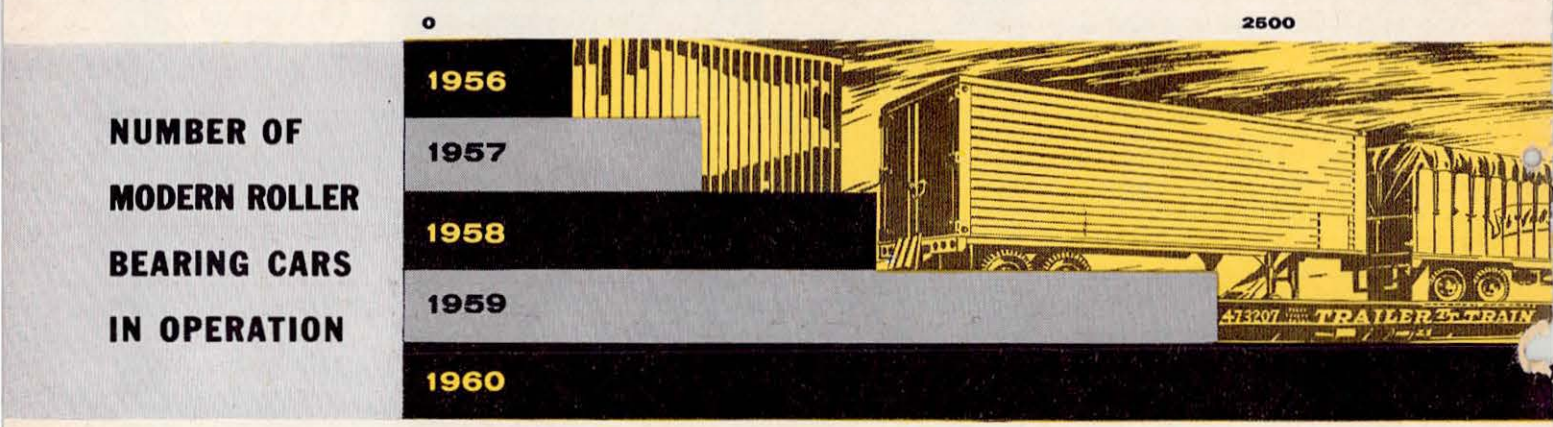
THE AMAZING

TRAILER TRAIN

FROM 2 MEMBERS IN 1956 TO 30 MEMBERS TODAY!



MEMBER OWNERS NOW REPRESENT 66% OF THE NATION'S

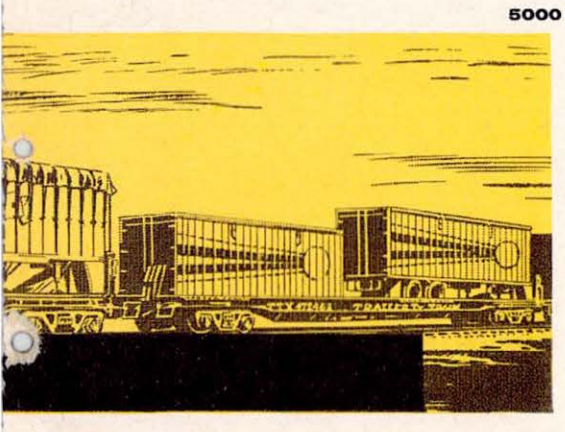


FROM 500 CARS IN 1956 TO 4,650 TODAY

GROWTH OF

PIGGYBACK

CLASS 1 RAILROAD MILEAGE



You should be using Trailer Train Piggyback. For information regarding your shipping needs or Trailer Train, call a representative of any of the members.

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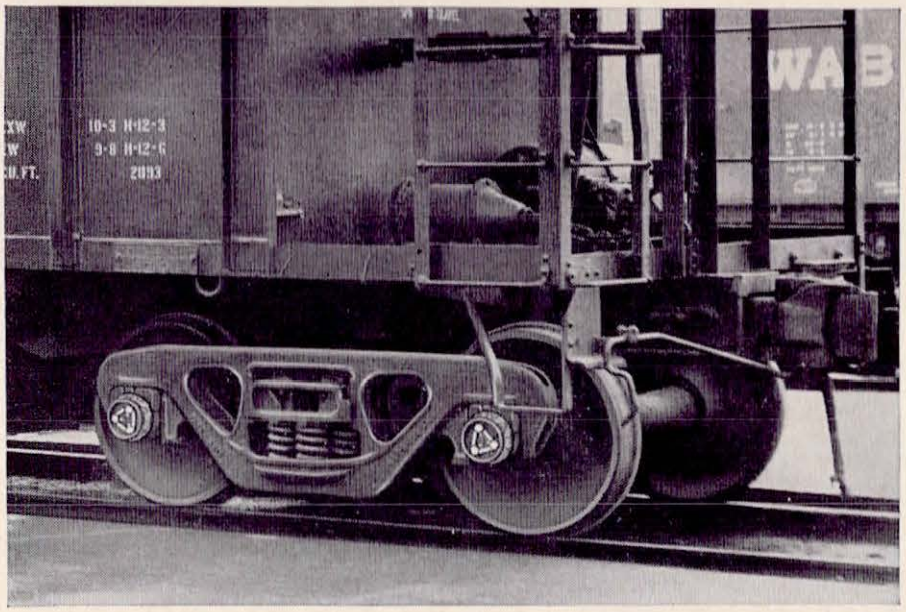
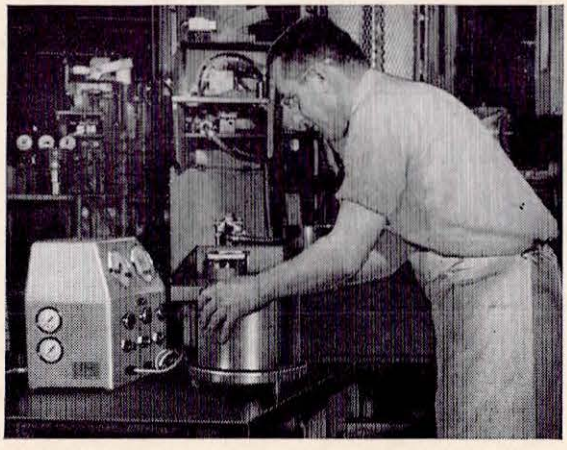
All for one — and one for all!

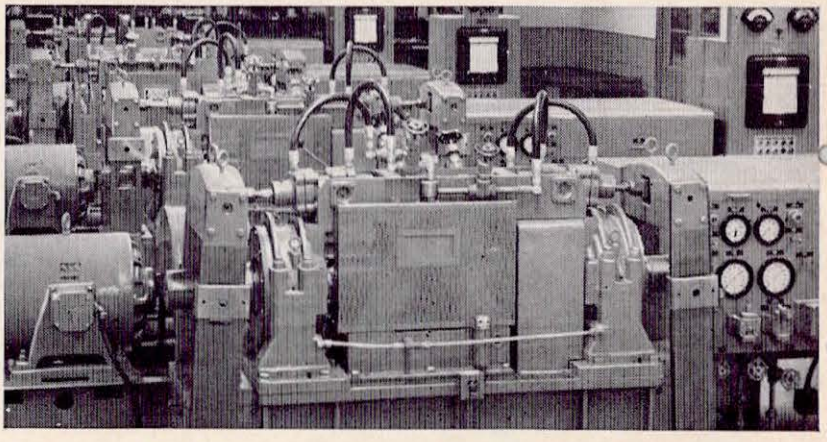
NEW HYATT TAPER WILL CUT YOUR OPERATING AND MAINTENANCE COSTS



A Hyatt taper freight bearing installed in a pedestal type side frame. Hyatt taper freight bearings may be used interchangeably with other freight car roller bearings. Either a wheel press or hydraulic jack can be used to press on bearings.

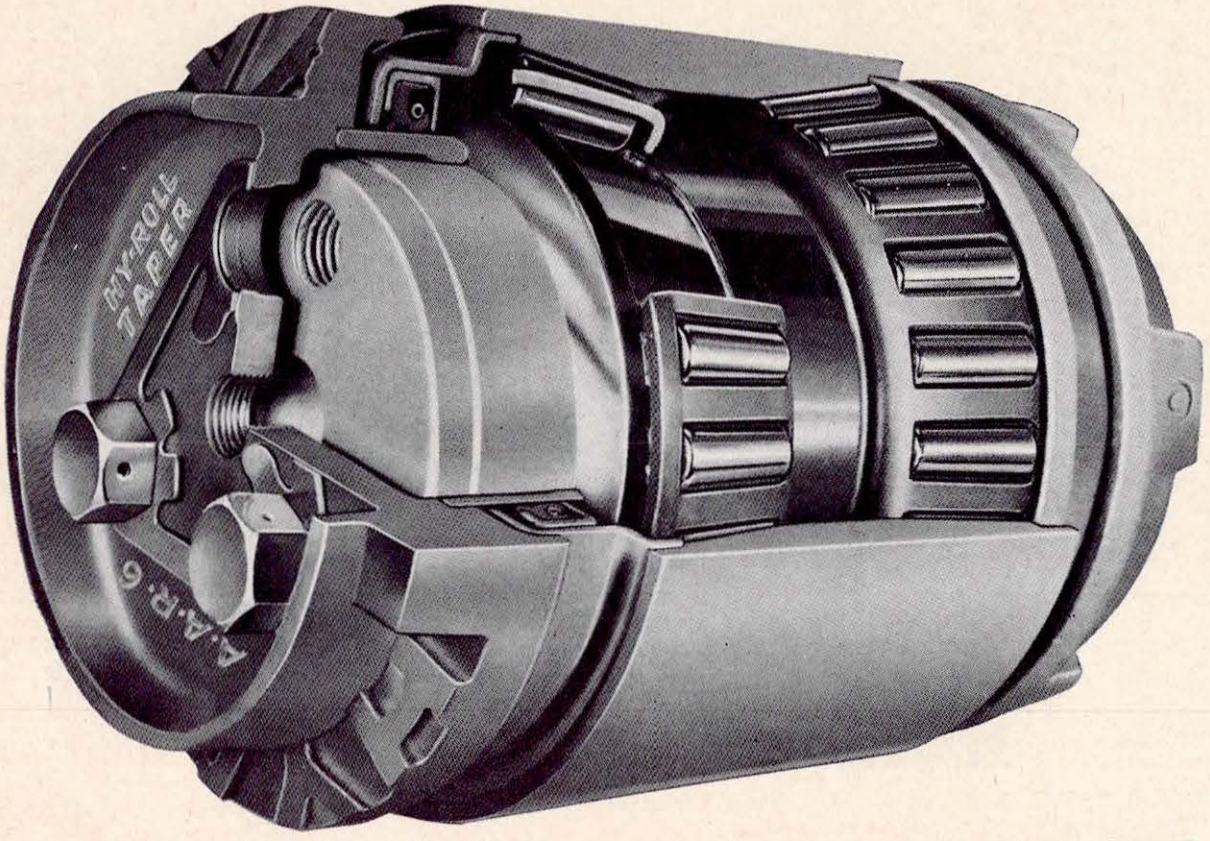
Bearing parts are inspected to close tolerances using ultra-modern inspection devices. Care, consistant attention to details, and strict control of quality insures uniform performance and complete customer satisfaction.





Precision proves itself here in the Hyatt laboratory where hundreds of the Hyatt taper freight bearings passed their tests under excessive radial and thrust loads at speeds far beyond any they could be expected to encounter in actual service.

FREIGHT BEARINGS



NOW IN VOLUME PRODUCTION

TO SERVE YOUR REQUIREMENTS FOR TOP QUALITY BEARINGS

You can virtually do away with costly maintenance and lubrication, and cut terminal bearing inspection time with Hyatt taper freight bearings. Pre-lubricated with a 3-year supply of A.A.R. approved grease, Hyatt taper freight bearings have a new double-lip, double-shield seal that holds the lubricant in and excludes dust, dirt, water and other foreign matter.

Manufactured to standards well above accepted commercial practice, Hyatt taper freight bearings incorporate the latest, newest and best in design, metals, seals and manufacturing. They're checked and double-checked to be sure that you get the finest bearings you've ever used.

Production quantities of Hyatt taper freight bearings are being manufactured in the 5½ x 10, 6 x 11, and 6½ x 12 sizes.

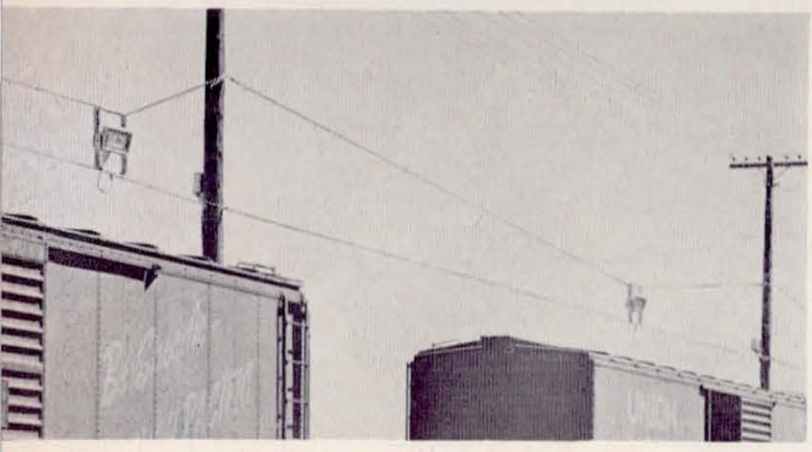
Join other leading railroads and look to Hyatt as your most dependable source for quality taper freight bearings.

Another GM contribution to railroad progress

HYATT

HY-ROLL BEARINGS
FOR NON-STOP FREIGHT

HYATT BEARINGS DIVISION, GENERAL MOTORS CORPORATION, HARRISON, N.J.



How UP Lights Repair Track

LIGHTING UNITS, 45 ft apart, are suspended from a wire line attached to previously existing poles.

Better lighting has increased output by an average of five cars per shift at Union Pacific's Ogden, Utah, light repair yard.

Until a few months ago, night shifts at the yard were plagued by the nuisance of work delays caused by poor or inadequate lighting. Throughout the four-track repair area, drop cords and stand lights had to be used for spot lighting to produce enough light for repair operations. Supervision complained that each time the gantry crane moved through the work area, these cords had to be moved to prevent their being cut by the wheels of the crane.

This principal interchange repair terminal is illuminated now by powerful new lighting which uses 1,000-watt color-corrected mercury vapor Wide-Lites. The level of illumination is so even throughout the yard that stand lights are no longer needed. These new units, manufactured by the Wide-Lite Corporation of Houston, Texas, are designed especially for use with color-corrected mercury vapor lamps. The fixture is a rectangular-shaped floodlight that utilizes maximum output from the lamp to produce a broad, even light pattern.

UP's M/W department drew up the installation plans for the new lighting system using light suspension that eliminate the need for new poles. The yard already had 45-ft poles running its entire length on either side. The poles were set 50 ft apart, but the plan called for installation of a lighting unit every 45 ft. So the designers suspended the units on a wire line attached to the existing poles. In this manner, they could position each unit exactly where they wanted it, regardless of the location of the poles.

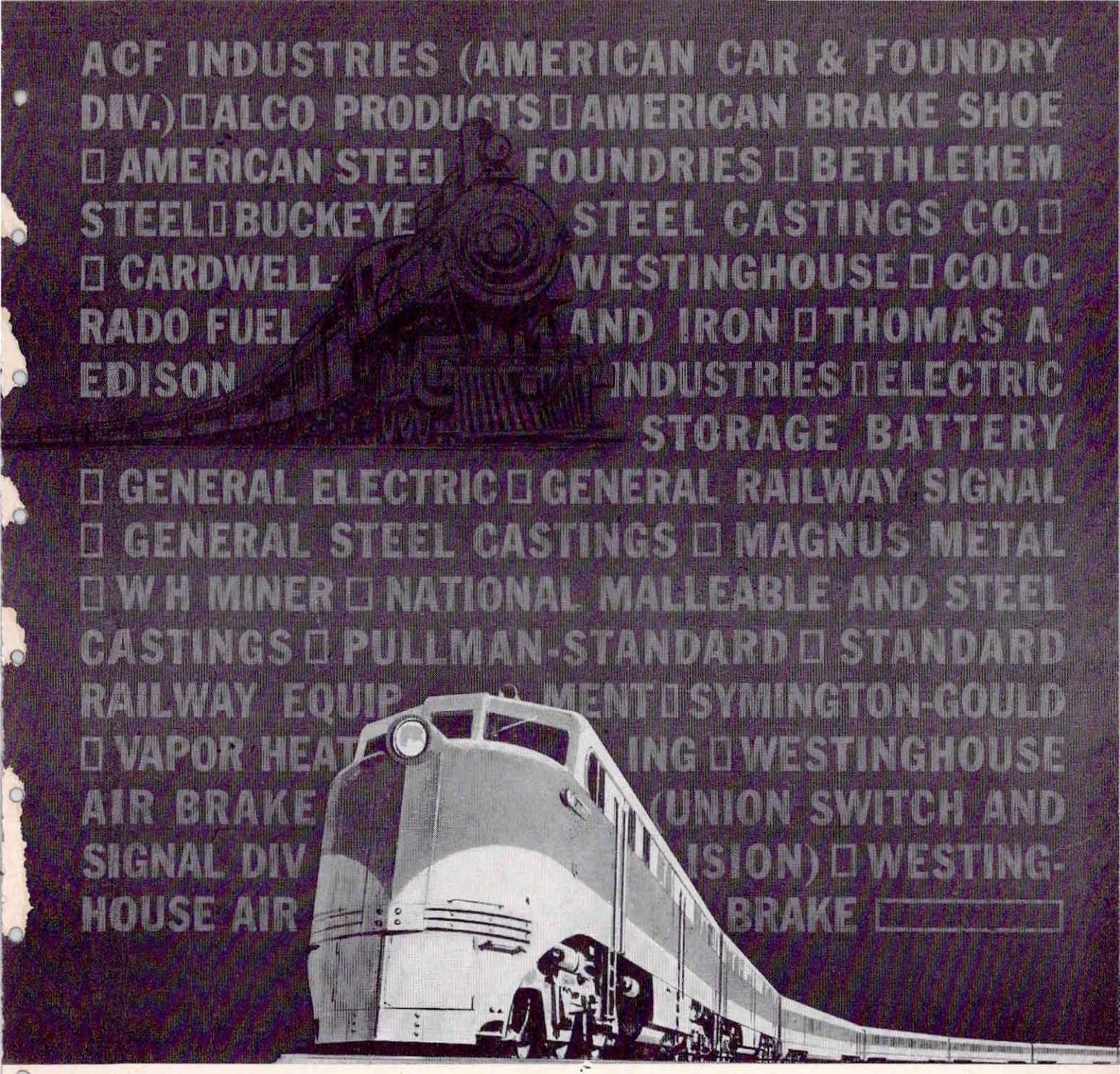
The entire yard is illuminated by only 30 floodlights. The repair area is four tracks wide, each track holding 14 cars. At a height of 22 ft, the lights are aimed to obtain good light utilization and yet avoid glare which would reduce visibility and hamper workmen in the area.

The Wide-Lite unit features a heavy-gage cast-aluminum body, a tempered glass lens, a dust-tight seal, and a patented Stabilux socket that grips the upper end of the lamp to protect it from vibration. A segmented Alzak reflector, permitting a compound curvature, is the special feature that gives the unit an excellent pattern, hence greater usable output.

According to Kenneth Peck, general manager of Wide-Lite, "The makers of mercury vapor lamps claim a useful life of 9,000 to 12,000 hr compared to 1,000 hr for incandescent lamps.

"By enclosing the lamp in a sealed unit and carefully controlling its operation temperatures with heat-dissipating fins, we help prolong its life. We know of some installations that have logged over 12,000 operating hours to date without a lamp failure and which have maintained the greater part of their original efficiency."

Other companies that have installed such a new lighting system in their repair and classifications yards have found another important benefit. They report that the man-hours lost per year from employee accidents decline at a remarkable rate when efficient lighting is installed. Many of them claim the cost of the lighting itself is soon absorbed in the savings that grow out of safer working conditions for employees in such an operation.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REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1960

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses										Operating ratio		Net from railway operation	Railway tax accruals	Net Railway operating income	
							Maint. Way and Structures			Maint. Equipment												
			Freight	Pass.	Total (inc. misc.) 1960	1959	Total 1960	Total 1959	Deprec and Retirements	Total 1960	Total 1959	Deprec and Retirements	Traffic	Transportation	Total 1960	Total 1959	1960	1959				
Akron, Canton & Youngstown	July	171	430	....	443	554	52	63	5	79	79	16	48	160	385	415	86.9	74.9	58	42	8	36
	7 mos.	171	3,397	....	3,487	3,644	403	424	39	546	524	108	324	1,106	2,711	2,669	77.8	73.3	776	486	243	297
Alabama, Tennessee & Northern	July	214	208	....	213	289	55	50	6	9	15	6	5	79	151	163	71.1	56.4	62	9	—1	18
	7 mos.	214	1,619	....	1,646	2,059	380	349	45	97	82	39	31	617	1,151	1,067	70.0	51.8	494	59	44	183
Atchison, Topeka & Santa Fe	July	12,970	44,947	4,801	54,292	61,489	7,351	7,379	803	10,473	11,762	2,360	1,447	19,433	41,440	43,126	76.3	70.1	12,852	6,701	4,792	6,862
	7 mos.	12,970	308,657	23,480	364,785	381,108	46,409	47,203	5,285	74,660	74,144	17,054	9,928	133,669	281,186	278,115	77.1	73.0	83,599	50,222	28,068	38,496
Atlanta & St. Andrews Bay	July	81	241	....	245	364	27	34	3	30	32	8	7	70	153	175	62.5	48.1	92	38	19	59
	7 mos.	81	2,115	....	2,152	2,324	239	286	25	200	218	55	50	522	1,174	1,237	54.6	53.2	978	434	281	350
Atlanta & West Point	July	93	230	27	292	313	37	40	8	46	55	14	18	132	255	270	87.3	86.3	37	17	—2	4
	7 mos.	93	1,643	168	2,152	2,211	287	291	56	351	362	99	127	907	1,824	1,862	84.8	84.2	327	127	23	62
Western Ry. of Alabama	July	133	248	25	303	358	38	49	10	56	60	19	21	138	275	285	90.6	79.7	29	29	2	25
	7 mos.	133	1,911	156	2,334	2,471	317	359	68	418	415	133	149	972	2,011	2,032	86.2	82.2	323	254	57	136
Atlantic Coast Line	July	5,572	9,802	1,310	11,899	12,399	1,727	2,131	156	2,313	2,446	693	507	5,212	10,507	11,004	88.3	88.7	1,392	750	173	565
	7 mos.	5,573	82,101	10,079	99,481	96,966	13,533	14,123	1,245	17,729	17,332	4,771	3,560	38,478	78,792	78,008	79.2	80.4	20,689	9,950	6,100	6,553
Baltimore & Ohio	July	5,909	25,696	1,525	29,665	30,833	3,452	3,135	501	5,946	5,704	1,050	953	14,597	26,809	25,459	90.4	82.6	2,856	2,464	—2,011	1,946
	7 mos.	5,910	202,333	9,954	230,868	236,786	25,354	25,979	3,557	45,850	42,780	7,560	6,699	101,675	193,084	189,471	83.6	80.0	37,785	17,513	6,042	19,388
Staten Island Rapid Transit	July	29	139	86	230	241	52	48	10	40	37	2	2	149	274	285	119.0	118.7	—44	50	—114	—116
	7 mos.	29	1,156	631	1,848	1,923	399	380	82	322	273	12	15	1,066	2,023	2,005	109.5	104.3	—175	349	—658	—576
Bangor & Aroostook	July	596	636	18	694	696	143	152	21	270	270	109	33	278	822	836	118.5	120.1	—128	99	104	88
	7 mos.	596	8,510	137	8,970	8,767	2,239	2,128	146	1,926	2,031	768	242	2,621	7,628	7,596	85.0	86.6	1,342	704	1,427	1,174
Bessemer & Lake Erie	July	205	2,232	....	2,268	1,385	350	310	27	627	690	137	35	476	1,668	1,653	73.5	119.4	600	594	353	1
	7 mos.	203	14,373	....	14,939	14,491	1,813	1,712	178	4,198	4,598	544	256	3,394	10,932	11,042	73.2	76.2	4,007	3,831	2,735	2,554
Boston & Maine	July	1,557	4,013	557	4,937	5,576	578	740	150	803	854	247	153	2,388	4,232	4,704	85.7	84.4	704	458	—242	—200
	7 mos.	1,557	34,167	3,486	40,835	43,938	4,596	5,581	1,030	6,027	6,185	1,737	1,139	17,309	31,549	35,203	77.3	80.1	9,286	3,232	2,204	1,563
C. P. R. Lines in Maine	July	234	356	62	446	462	102	145	20	48	90	18	20	146	342	417	76.8	90.1	104	33	—69	—68
	7 mos.	234	5,040	309	5,548	5,217	662	935	141	715	813	123	141	1,357	3,071	3,344	55.4	64.1	2,477	238	1,604	1,040
Carolina & Northwestern	July	284	189	....	194	232	45	42	8	31	30	21	5	72	166	174	85.7	75.0	28	18	—12	—7
	7 mos.	284	1,760	....	1,799	1,932	225	324	50	197	218	147	37	551	1,106	1,246	61.5	64.5	693	141	238	196
Central of Georgia	July	1,745	2,766	144	3,056	3,629	508	581	47	697	717	182	171	1,400	2,984	3,155	97.7	86.9	72	275	—169	207
	7 mos.	1,745	22,547	878	24,881	25,845	3,893	4,039	310	5,206	4,854	1,321	1,215	10,182	21,885	21,726	88.0	84.1	2,996	1,960	1,024	2,295
Central of New Jersey	July	593	2,893	486	3,708	4,162	452	517	96	340	758	—122	73	2,127	3,217	3,774	86.8	90.7	490	515	—384	—228
	7 mos.	594	23,966	3,297	29,814	30,856	3,372	3,567	677	4,615	5,684	704	526	14,885	25,059	26,534	84.1	86.0	4,754	3,495	—1,219	—320
Central Vermont	July	375	696	78	835	890	243	230	18	93	107	9	20	350	742	737	88.9	82.8	93	58	—97	—26
	7 mos.	375	4,877	371	5,710	6,216	1,284	1,318	123	798	788	65	134	2,351	4,842	5,001	84.8	80.5	868	392	—283	—13
Chesapeake & Ohio	July	5,122	23,570	527	25,878	25,487	3,000	3,140	464	5,271	5,224	1,903	753	10,635	21,270	21,089	82.2	82.7	4,607	2,190	2,922	2,852
	7 mos.	5,122	188,704	3,551	202,432	206,553	23,300	22,630	3,302	36,865	36,064	13,302	5,837	74,656	151,857	151,519	75.0	73.4	50,575	24,370	28,557	33,075
Chicago & Eastern Illinois	July	862	2,407	246	2,903	2,955	408	364	31	518	454	179	142	1,172	2,432	2,371	83.8	80.2	470	244	—67	75
	7 mos.	862	17,186	1,240	20,388	21,678	2,591	2,530	218	3,751	3,482	1,270	969	8,344	16,893	16,680	82.9	76.9	3,495	1,632	577	1,876
Chicago & Illinois Midland	July	121	463	....	486	494	60	47	11	108	108	23	30	149	393	400	80.8	80.9	93	61	23	31
	7 mos.	121	4,139	....	4,234	4,113	321	299	55	754	708	162	212	1,077	2,704	2,554	63.9	62.1	1,530	871	571	621
Chicago & North Western	July	9,280	15,678	1,573	18,349	19,177	2,990	3,460	445	2,911	2,975	1,013	531	7,428	14,883	16,009	81.1	83.5	3,466	1,464	858	702
	7 mos.	9,280	100,516	10,019	118,558	128,709	19,314	21,039	2,706	20,781	21,550	7,258	3,914	51,037	102,260	109,470	86.3	85.1	16,298	9,718	152	3,832
Chicago, Burlington & Quincy	July	8,661	16,520	2,793	21,379	23,113	3,123	3,738	443	4,193	4,208	1,035	660	8,788	17,963	18,788	84.0	81.3	3,416	1,767	1,341	1,864
	7 mos.	8,662	114,206	12,571	141,711	152,869	18,982	21,706	2,791	27,061	30,641	7,636	4,484	58,809	116,589	125,033	82.3	81.8	25,122	14,182	9,295	10,432
Chicago Great Western	July	1,469	2,532	22	2,730	2,940	366	460	45	430	443	130	124	1,000	2,014	2,120	73.7	72.1	716	268	180	330
	7 mos.	1,469	17,607	63	19,048	19,988	2,418	2,899	312	2,963	3,003	898	869	6,803	13,648	14,026	71.7	70.2	5,400	2,063	1,594	2,274
Chic., Milw., St. Paul & Pac	July	10,598	15,034	1,770	18,796	21,196	3,019	3,858	436	3,128	3,541	889	584	7,873	15,948	17,897	84.8	84.4	2,849	1,728	94	694
	7 mos.	10,598	106,673	8,746	129,682	141,354	20,468	22,639	3,017	23,301	24,823	6,169	3,990	54,266	110,533	117,370	85.2	83.0	19,149	11,905	1,069	6,890
Chicago, Rock Island & Pacific	July	7,541	16,474	1,627	19,668	20,168	2,743	2,836	256	3,139	3,325	682	532	7,954	15,419	15,400	78.4	76.4	4,258	1,766	928	1,091
	7 mos.	7,530	106,687	9,868	128,429	134,947	16,966	17,229	1,775	21,483	22,904	4,634	3,880	51,800	101,000	103,601	78.6	76.8	27,429	11,773	5,659	7,668
Clinchfield	July	293	1,382	....	1,391	1,480	149	161	22	253	264	107	64	416	946	957	68.0	64.7	444	200	298	443
	7 mos.	293	11,667	....	11,732	12,423	1,321	1,529	157	2,349	2,203	746	460	3,093	7,704	7,760	65.7	62.5	4,028	1,446	3,471	4,239
Colorado & Southern	July	712	947	188	1,286	1,272	173	269	15	198	227	79	35	562	1,039	1,200	80.8	94.4	247	140	90	—3
	7 mos.	712	7,376	582	9,071	9,674	1,156	1,923	155	1,483	1,634	551	247	3,772	7,160	8,213	78.9	84.9	1,910	1,082	751	421
Ft. Worth & Denver	July	1,362	1,989	259	2,499	2,557	294	503	30	297	320	46	70	898	1,704	1,941	68.2	75.9	795	257	180	132
	7 mos.	1,362	11,912	1,047	14,498	14,650	1,643	2,772	231	1,754	2,038	324	596	5,878	10,676	12,215	73.6	83.4	3,822	1,303	794	206
Colorado & Wyoming	July	39	95	....	199	189	19	11	2	32	22	12	2	103	173	115	86.9	60.8	26	27	1	23
	7 mos.	39	1,343	....	2,468	2,615	156	148	15	216	261	87	15	934	1,447	1,409	58.6	53.9	1,021	622	357	471
Delaware & Hudson	July	763	2,748	129	3,001	3,511	498	504	59	657	672	200	104	1,342	2,857	2,999	95.2	85.4	144	391	—164	253
	7 mos.	763	24,299	876	26,174	27,276	2,944	2,961	424	5,823	4,936	1,393	761	9,834	21,247	20,872	81.2	76.5	4,927	2,663	2,754	3,598
Delaware, Lack. & Western	July	941	3,727	745	5,090	5,816	564	378	152	922	918	333	200	3,009	5,101	5,125	100.2	88.1	—11	699	—989	—53
	7 mos.	941	30,377	5,395	40,944	42,482	4,037	3,847	1,050	7,373	7,207	2,373	1,399	21,565	37,044	37,149	90.5	87.4	3,900	4,735	—2,456	—152
Denver & Rio Grande Western	July	2,128	5,265	470	5,958	5,759	776	845	102	955	888	331	244	2,131	4,448	4,384	74.7	76.1	1,511	889	593	661
	7 mos.	2,128	40,985	1,771	44,208	43,807	5,197	5,458	667	6,815	6,684	2,284	1,659	14,291	30,108	30,288	68.1	69.1	14,100	8,179	5,901	6,268
Detroit & Toledo Shore Line	July	50	459	....	489	573	57	63	4	63	71	24	20	213	368	382	75.3	66.6	121	37	11	21
	7 mos.	50	3,975	....	4,273	4,804	398	440	27	523	603	169	143	1,627	2,812	2,967	65.8	61.8	1,462	515	232	390
Detroit, Toledo & Ironton	July	465	1,351	....	1,424	1,612	229	245	17	428	372	153	57	459	1,259	1,238	88.4	76.8	165	88	92	252
	7 mos.	465	11,868	....	12,480	13,524	1,735	1,853	197	3,019	2,854	1,057	408	3,515	9,351	9,365	74.9	69.3	3,129	851	2,260	3,059
Duluth, Miss. & Iron Range	July	575	5,979	3	7,065	3,689	585	532	74	571	556	218	13	1,689	3,164	2,580	44.8	70.0	3,901	2,204	1,619	381
	7 mos.	575	24,076	6	28,197	24,478	3,550	3,626	539	4,762	4,207	1,448	94	8,517	18,878	17,518	67.0	71.6	9,319	5,822	3,468	2,391
Duluth, So. Shore & Atlantic	July	544	573	2	626	739	115	133	16	113	114	26	33	227	512	537	81.7	72.6	115	45	66	115
	7 mos.	544	3,853	17	4,112	4,288	747	815	83	769	794	183	234	1,450	3,370	3,460	82.0	80.7	742	298	349	443

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1960

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1960	1959	Operating Expenses: Maint. Way and Structures: Total 1960	1959	Deprec. and Retirements	Maint. Equipment: Total 1960	1959	Deprec. and Retirements	Traffic	Transportation	Total 1960	1959	Operating ratio 1960	1959	Net from railway operation	Railway tax accruals	Net Railway operating income 1960	1959
Duluth, Winnipeg & Pacific	July	175	420	....	419	503	222	152	5	51	63	1	8	176	467	426	111.6	84.8	—48	43	—179	—54
	7 mos.	175	3,237	5	3,271	3,420	766	698	37	397	416	8	51	1,272	2,559	2,516	78.2	73.6	712	301	—158	21
Elgin, Joliet & Eastern	July	205	2,451	....	3,317	2,894	372	358	23	849	647	129	48	1,359	2,988	2,700	90.1	93.3	329	317	—25	—48
	7 mos.	205	23,795	....	31,705	32,873	2,478	2,234	199	6,218	5,755	866	320	12,210	23,821	23,158	75.1	70.4	7,884	4,325	1,552	2,545
Erie	July	2,239	9,275	656	10,894	12,493	1,633	1,878	231	2,063	2,199	550	267	5,933	10,818	11,745	99.3	94.0	76	1,199	—2,011	—1,292
	7 mos.	2,239	78,260	4,001	90,055	92,876	10,059	10,443	1,606	15,486	15,027	3,876	2,575	43,226	76,616	77,788	85.1	83.8	13,439	8,541	—838	1,638
Florida East Coast	July	572	1,314	358	1,845	2,160	201	328	48	327	424	116	71	885	1,654	1,972	89.6	91.3	191	180	—177	—168
	7 mos.	572	14,321	3,307	19,531	20,598	2,519	2,990	323	3,530	3,990	817	587	7,443	15,393	16,836	78.8	81.7	4,139	1,505	1,013	684
Georgia Railroad	July	321	506	22	595	646	76	81	8	107	124	34	39	288	547	600	91.9	92.9	48	40	16	13
	7 mos.	321	3,706	118	4,420	4,711	573	671	59	787	869	233	277	2,039	3,945	4,290	89.2	91.1	476	291	284	234
Georgia & Florida	July	321	254	....	260	256	108	77	3	40	42	10	22	86	276	256	106.0	100.0	—16	20	—53	—42
	7 mos.	321	1,879	....	1,921	2,080	801	541	25	290	292	70	157	618	2,004	1,789	104.3	86.0	—83	147	—352	—26
Grand Trunk Western	July	951	3,720	249	4,300	5,002	788	736	58	617	753	109	98	2,271	3,994	4,315	92.9	86.3	306	408	—647	—439
	7 mos.	951	29,170	1,487	33,735	36,003	4,922	4,820	448	5,792	6,472	781	659	15,837	28,950	31,113	85.8	86.4	4,805	2,844	—1,358	—2,029
Great Northern	July	8,289	17,288	1,178	20,235	22,373	3,874	4,648	351	4,128	4,416	902	564	7,590	17,229	18,778	85.1	83.9	3,006	1,941	847	1,068
	7 mos.	8,298	121,796	5,455	137,485	145,182	22,596	23,702	2,254	27,036	27,810	6,124	4,005	51,626	112,132	115,194	81.6	79.3	25,352	15,592	7,989	10,869
Green Bay & Western	July	219	325	....	342	421	61	85	5	41	43	9	27	118	269	309	78.8	73.5	72	37	3	18
	7 mos.	219	2,464	....	2,556	2,769	377	426	33	334	328	61	196	833	1,914	1,990	74.9	71.8	642	317	85	197
Gulf, Mobile & Ohio	July	2,752	5,470	268	6,147	6,802	783	908	78	1,251	1,366	294	288	2,264	4,934	5,316	80.3	78.1	1,214	523	276	442
	7 mos.	2,752	40,390	1,651	45,104	47,906	6,111	6,442	536	9,322	9,565	2,057	2,008	16,059	35,909	36,923	79.6	77.1	9,195	3,944	2,396	3,127
Illinois Central	July	6,500	16,012	2,032	20,058	22,319	3,204	3,391	370	3,541	3,903	881	647	8,469	16,919	17,639	84.4	79.0	3,139	1,603	707	1,600
	7 mos.	6,500	121,570	13,007	150,758	156,292	22,631	23,356	2,630	29,348	29,560	6,022	4,545	60,086	124,283	126,276	82.4	80.8	26,475	14,805	6,421	9,968
Illinois Terminal	July	335	668	....	762	980	75	125	3	139	251	27	46	340	658	846	86.3	86.4	104	21	—22	18
	7 mos.	335	4,802	....	5,413	6,214	551	742	22	1,012	1,380	187	328	2,241	4,524	5,367	83.6	86.4	889	215	28	—58
Kansas City Southern	July	891	3,175	112	3,624	3,819	249	323	48	522	560	113	96	1,229	2,224	2,343	61.4	61.3	1,400	550	611	625
	7 mos.	891	22,822	518	25,810	26,881	1,956	2,145	343	3,548	3,613	792	678	8,289	15,390	15,562	59.6	57.9	10,419	4,358	4,264	4,743
Kansas, Oklahoma & Gulf	July	328	437	....	450	494	34	75	7	37	35	12	33	122	256	267	56.8	54.1	195	98	55	86
	7 mos.	327	2,943	....	2,983	3,403	259	435	52	275	250	85	234	773	1,747	1,804	58.6	53.0	1,236	586	347	583
Lake Superior & Ishpeming	July	160	597	....	772	458	65	223	12	81	76	35	2	153	319	442	41.3	96.5	453	225	247	—14
	7 mos.	160	2,351	....	3,041	2,865	416	643	84	534	471	248	15	775	1,869	2,021	61.5	70.5	1,172	741	518	411
Lehigh & Hudson River	July	96	247	....	251	263	26	32	2	29	31	8	15	101	190	203	75.5	77.1	62	18	6	1
	7 mos.	96	1,816	....	1,824	1,974	180	219	17	213	209	58	115	743	1,383	1,439	75.8	72.9	441	152	31	68
Lehigh & New England	July	177	300	....	304	468	53	64	9	197	183	37	9	159	478	524	157.0	112.1	—173	27	—137	33
	7 mos.	177	2,310	....	2,335	3,462	315	442	54	1,253	1,131	266	96	1,136	3,151	3,506	134.9	101.3	—816	196	—455	628
Lehigh Valley	July	1,127	3,257	124	3,532	3,957	512	525	97	751	680	146	131	2,223	3,838	3,999	108.7	101.1	—306	462	—957	—577
	7 mos.	1,127	28,475	837	30,660	32,538	4,178	3,942	678	5,492	5,799	1,201	957	15,948	28,182	29,665	91.9	91.2	2,477	3,278	—2,330	—1,512
Long Island	July	344	305	1,343	1,749	5,894	451	863	94	560	1,163	169	30	1,242	2,432	5,265	139.0	89.3	—683	295	—1,199	—27
	7 mos.	344	6,362	29,192	36,990	39,871	5,602	5,647	733	7,233	7,726	1,184	305	19,087	33,745	35,588	91.2	89.3	3,246	2,794	—1,025	203
Louisiana & Arkansas	July	746	1,763	44	1,896	2,121	209	223	18	298	314	98	79	668	1,332	1,433	70.2	67.6	565	294	159	225
	7 mos.	746	13,520	286	14,680	14,736	1,460	1,394	167	2,187	2,078	685	554	4,752	9,510	9,321	64.8	63.2	5,170	2,587	1,767	1,938
Louisville & Nashville	July	5,684	13,952	938	16,078	17,899	1,800	2,815	330	3,700	3,762	1,176	523	7,714	14,696	15,635	91.4	87.4	1,383	968	655	849
	7 mos.	5,684	117,804	5,082	132,778	134,581	15,300	18,863	2,207	29,040	28,145	8,085	3,537	52,991	107,541	109,774	81.0	81.6	25,236	17,130	9,477	10,136
Maine Central	July	936	1,552	35	1,699	1,848	358	359	31	299	342	82	31	671	1,467	1,580	86.3	85.5	233	79	104	98
	7 mos.	936	13,633	167	14,685	14,733	2,452	2,590	200	2,619	2,655	580	219	5,172	11,245	11,916	76.6	80.9	3,440	1,602	1,220	1,003
Minneapolis & St. Louis	July	1,391	1,561	....	1,590	1,969	231	336	27	245	338	101	110	602	1,327	1,603	83.4	81.4	263	130	56	145
	7 mos.	1,391	11,369	3	11,687	12,865	1,703	1,997	203	1,983	2,320	704	843	4,362	9,869	10,756	84.4	83.6	1,818	1,111	421	843
Minn., Northfield & Southern	July	77	287	....	305	334	24	24	3	39	35	13	36	85	221	224	72.7	67.2	83	53	25	47
	7 mos.	77	2,070	....	2,181	2,651	156	156	18	295	289	90	245	605	1,564	1,601	71.7	60.4	617	391	193	393
Minn., St. Paul & S. Ste. Marie	July	3,221	3,105	143	3,400	3,835	655	796	50	612	645	146	109	1,364	2,969	3,232	87.3	84.3	431	306	17	147
	7 mos.	3,222	20,165	378	21,624	24,064	3,919	4,601	341	4,307	5,037	1,007	771	9,445	19,956	21,802	92.3	90.6	1,667	1,582	—177	—99
Missouri-Illinois	July	172	355	....	358	478	38	21	4	105	88	40	14	123	294	306	82.1	64.1	64	98	30	79
	7 mos.	172	3,128	....	3,150	3,219	277	305	40	645	638	280	98	930	2,036	2,025	64.6	62.9	1,114	940	497	643
M-K-T Lines	July	2,917	4,718	96	5,175	4,916	574	571	123	1,158	956	262	170	1,821	3,951	3,752	76.3	76.3	1,224	344	287	273
	7 mos.	2,917	30,388	520	33,490	35,355	3,604	4,040	612	6,720	7,163	1,835	1,232	12,294	25,244	26,421	75.4	74.7	8,245	2,460	2,227	2,489
Missouri Pacific	July	9,413	22,986	1,344	26,621	27,230	4,029	3,977	334	4,457	4,477	1,154	759	10,051	20,409	20,489	76.7	75.2	6,213	2,041	2,842	2,711
	7 mos.	9,413	152,315	6,694	175,631	178,700	23,946	24,082	2,246	30,405	30,583	7,170	5,067	67,210	133,815	135,252	76.2	75.7	41,815	13,805	19,130	19,307
Monon	July	541	1,501	32	1,613	1,694	244	281	22	256	294	76	102	618	1,322	1,424	81.9	84.1	291	116	42	93
	7 mos.	541	19,119	195	10,969	11,764	1,637	1,660	145	1,930	2,139	533	733	4,513	9,539	10,023	86.9	85.2	1,430	815	—47	632
Monongahela	July	177	442	....	445	345	69	71	13	46	49	11	1	111	243	266	54.5	76.9	202	34	128	36
	7 mos.	177	3,978	....	3,995	2,891	507	463	86	364	386	77	7	935	1,924	2,212	48.2	76.5	2,071	229	1,467	215
New York Central	July	10,368	37,796	5,779	51,212	56,510	5,511	5,747	1,086	11,250	11,100	2,454	980	25,678	46,209	47,405	90.2	83.9	5,003	5,723	—2,885	1,302
	7 mos.	10,368	304,325	40,195	402,091	412,795	43,394	44,252	7,618	78,750	75,709	17,125	7,418	187,442	337,590	341,937	84.0	82.8	64,501	39,903	10,973	19,543
Pittsburgh & Lake Erie	July	220	2,194	34	2,315	2,200	431	429	55	952	767	330	67	988	2,634	2,462	113.7	111.9	—318	158	489	442
	7 mos.	220	20,647	241	21,893	22,079	2,937	2,682	389	6,404	6,500	2,328	443	7,811	19,050	19,255	87.0	87.2	2,843	4,323	6,436	5,928
New York, Chic. & St. L.	July	2,170	11,009	151	11,647	11,709	1,417	1,516	174	1,986	2,172	438	363	4,899	9,164	9,333	78.7	79.7	2,483	1,112	747	954
	7 mos.	2,170	84,629	889	88,828	90,804	9,614	9,989	1,160	14,579	14,928	3,295	2,517	34,214	64,358	64,644	72.5	71.2	24,470	11,830	8,539	10,579
New York, New Haven & Hartford	July	1,742	5,372	3,692	10,394	11,973	1,078	1,582	268	1,941	1,855	479	195	5,395	9,436	10,394	90.8	86.8	959	953	—1,465	—889
	7 mos.	1,759	43,117	25,752	79,800	86,818	9,813	10,176	1,846	13,338	12,834	3,297	1,711	39,784	70,986	73,062	89.0	84.2	8,814	7,082	—8,732	—3,138
New York Connecting	July	21	—81	....	—64	318	54	73	25	10	19	....	....	41	109	183	...	57.7	—174	102	—290	32
	7 mos.	21	1,765	....	1,991	2,396	542	424	177	131	97	....	....	658	1,358	1,165	68.2	48.6	633	641	—199	448
New York, Sus. & Western	July	99	275	11	297	302	35	48	6	47	45	11	10	143	267	299	89.8	99.0	30	33	—44	—76
	7 mos.	100	2,147	97	2,353	2,368	293	289	46	359	374	74	63	1,076	2,017	2,144	85.7	90.5	336	236	—190	—258

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a RAILWAY AGE Service Page

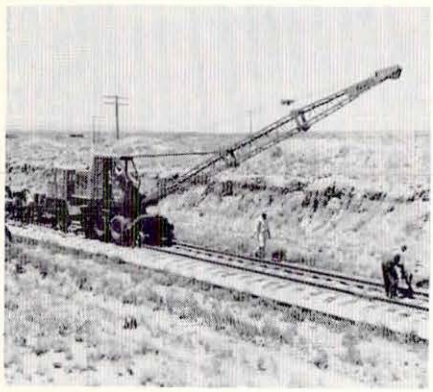
REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF JULY AND SEVEN MONTHS OF CALENDAR YEAR 1960

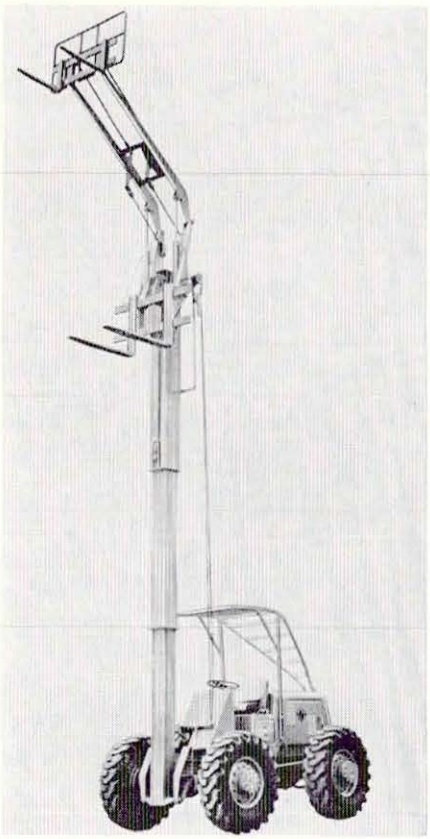
Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1960	1959	Operating Expenses: Maint. Way and Structures: Total 1960	1959	Deprec. and Retirements	Maint. Equipment: Total 1960	1959	Deprec. and Retirements	Traffic	Transportation	Total 1960	1959	Operating ratio 1960	1959	Net from railway operation	Railway tax accruals	Net Railway operating income 1960	1959
Norfolk & Western	July	2,743	16,189	253	17,206	17,257	2,104	2,098	402	2,944	3,345	1,462	414	5,097	11,328	11,734	65.8	68.0	5,878	3,084	4,040	4,071
	7 mos.	2,743	137,113	1,470	144,677	147,276	15,444	16,632	2,893	23,409	26,003	10,177	2,819	38,737	85,690	90,630	59.2	61.5	58,987	31,336	37,294	35,859
Norfolk Southern	July	592	665	....	676	755	165	193	14	153	141	40	49	269	705	696	104.3	92.1	—29	5	—35	5
	7 mos.	592	5,267	....	5,352	5,566	1,178	1,339	100	929	914	281	344	1,774	4,689	4,895	87.6	87.9	662	415	206	113
Northern Pacific	July	6,806	12,234	812	14,215	16,632	2,617	3,179	428	2,536	2,621	836	382	5,907	12,419	13,438	87.4	80.8	1,797	1,507	590	1,429
	7 mos.	6,825	89,175	3,631	100,324	105,022	16,140	16,343	2,270	19,625	19,160	5,680	2,995	41,364	86,484	86,578	86.2	82.4	13,840	10,994	4,536	7,501
Northwestern Pacific	July	328	847	1	857	1,073	209	160	19	83	87	3	8	307	634	647	73.9	60.3	223	60	—39	54
	7 mos.	328	6,903	3	6,943	8,142	1,401	1,491	132	522	596	18	54	2,114	4,278	4,684	61.6	57.5	2,665	855	174	757
Pacific Electric	July	348	931	....	1,092	1,216	190	179	23	48	57	4	20	520	876	981	80.2	80.7	216	147	—95	—54
	7 mos.	352	6,975	....	7,924	8,517	1,276	1,300	164	271	387	26	153	3,641	6,054	6,511	76.4	76.5	1,869	993	—356	153
Pennsylvania	July	9,873	53,191	9,017	69,911	72,646	6,915	7,086	1,477	12,371	14,816	2,977	1,229	32,666	57,593	60,212	82.4	82.9	12,318	6,057	47	1,297
	7 mos.	9,889	406,757	61,696	531,763	534,467	53,785	52,611	10,292	100,852	107,199	20,613	8,599	239,280	432,970	439,665	81.4	82.3	98,794	42,248	13,304	21,047
Penn.-Reading S. S. Lines	July	338	470	165	656	737	170	227	29	143	134	26	8	489	876	947	133.5	128.4	—220	72	—470	—494
	7 mos.	338	3,841	543	4,537	4,706	1,220	1,638	180	880	909	181	52	3,379	5,922	6,389	130.5	135.8	—1,385	521	—3,122	—3,302
Piedmont & Northern	July	126	411	....	419	399	43	46	5	36	32	10	34	92	246	237	58.6	59.5	174	84	41	33
	7 mos.	126	3,264	....	3,344	3,317	330	298	35	265	239	69	225	654	1,751	1,621	52.4	48.9	1,593	775	437	489
Pittsburgh & West Virginia	July	132	606	....	609	531	145	147	25	127	166	45	66	202	605	643	99.3	121.1	4	Cr.24	11	—41
	7 mos.	132	4,995	....	5,043	5,317	1,042	1,024	182	1,050	1,131	314	513	1,444	4,463	4,737	88.5	89.1	580	184	359	390
Reading	July	1,303	6,314	410	7,201	7,826	1,091	1,095	202	1,473	1,443	480	190	3,651	6,861	7,073	95.3	90.4	339	103	477	309
	7 mos.	1,303	54,843	3,366	62,430	64,166	7,605	7,937	1,348	11,947	12,363	3,375	1,353	27,567	51,790	53,406	83.0	83.2	10,640	3,888	4,278	4,711
Richmond, Fred. & Potomac	July	118	1,143	502	1,903	1,889	157	172	29	285	299	47	28	673	1,281	1,324	67.3	70.1	623	391	139	153
	7 mos.	118	9,195	3,191	14,776	14,243	1,194	1,043	207	2,046	2,018	448	199	4,828	9,298	9,442	62.9	66.3	5,478	3,187	1,583	1,388
Rutland	July	391	278	....	300	351	70	82	11	53	63	18	27	150	328	364	109.5	103.8	—28	32	—71	—47
	7 mos.	391	2,286	....	2,469	2,735	530	542	63	421	424	127	195	1,071	2,411	2,489	97.6	91.0	58	218	—180	3
St. Louis-San Francisco	July	4,546	8,772	209	9,731	10,211	1,615	1,604	158	1,594	1,817	620	364	4,066	8,252	8,468	84.8	82.9	1,479	422	827	779
	7 mos.	4,550	63,205	1,267	70,032	70,481	10,958	10,944	1,355	11,556	11,907	4,245	2,510	27,808	57,126	56,799	81.6	80.6	12,906	4,885	6,498	6,930
St. Louis-San Francisco & Texas	July	143	324	....	340	446	29	28	4	27	30	1	22	147	237	255	69.7	57.1	103	28	10	54
	7 mos.	143	2,973	2	3,089	3,064	226	179	29	192	191	8	156	1,030	1,695	1,689	54.9	55.1	1,393	391	532	407
St. Louis Southwestern Lines	July	1,554	4,700	1	4,766	5,377	577	598	99	707	677	219	174	1,717	3,359	3,463	70.5	64.4	1,407	631	701	856
	7 mos.	1,554	38,550	1	39,019	38,516	4,046	4,152	575	4,914	4,594	1,511	1,274	12,462	23,968	24,254	61.4	63.0	15,051	6,774	6,703	6,078
Savannah & Atlanta	July	144	372	....	383	346	45	49	2	71	66	20	17	121	266	260	69.5	75.2	117	50	46	39
	7 mos.	144	2,440	....	2,545	2,374	363	381	13	482	450	135	116	821	1,872	1,812	73.6	76.4	672	284	271	278
Seaboard Air Line	July	4,145	9,654	1,476	12,012	12,225	1,663	1,559	219	2,595	2,261	755	488	4,765	10,229	9,747	85.2	79.7	1,783	649	931	1,316
	7 mos.	4,146	79,195	9,050	95,792	94,637	12,237	11,935	1,557	18,070	17,322	5,135	3,329	34,732	73,281	71,427	76.5	75.5	22,511	9,914	10,384	11,311
Southern Railway	July	6,267	16,474	1,061	18,926	22,246	2,582	2,466	348	3,808	3,823	1,026	521	6,962	14,940	15,331	78.9	68.9	3,986	1,414	2,094	3,233
	7 mos.	6,267	133,703	6,633	151,924	156,834	19,399	20,688	2,387	26,973	26,631	7,077	3,581	49,737	107,932	109,049	71.0	69.5	43,992	19,385	19,461	21,979
Alabama Great Southern	July	328	985	60	1,168	1,347	237	198	34	272	369	83	42	489	1,128	1,218	96.6	90.5	40	90	—98	20
	7 mos.	328	8,069	294	9,354	9,953	1,866	1,784	259	2,187	2,317	572	291	3,488	8,536	8,591	91.2	86.3	819	602	—253	419
Cinn., N. O. & Tex. Pac.	July	337	2,306	119	2,605	3,166	523	514	71	717	696	265	84	848	2,333	2,362	89.6	74.6	271	138	311	604
	7 mos.	337	19,742	602	21,872	23,834	4,057	4,037	493	5,230	5,023	1,697	585	6,237	17,387	17,216	79.5	72.2	4,484	2,024	3,352	4,455
Georgia Southern & Florida	July	397	414	49	532	854	148	96	11	76	78	10	22	254	248	531	103.0	62.1	—16	39	—208	69
	7 mos.	397	4,291	248	5,106	6,014	1,166	885	78	524	559	73	157	1,831	4,061	3,910	79.5	65.0	1,044	309	—365	448
New Orleans & Northeastern	July	203	754	41	864	975	233	172	24	223	209	101	27	241	789	742	91.3	76.1	75	96	9	115
	7 mos.	203	5,237	223	5,953	6,809	1,396	1,416	175	1,491	1,415	631	192	1,789	5,378	5,377	90.3	79.0	575	600	297	708
Southern Pacific	July	7,969	39,374	2,874	44,646	49,481	5,317	5,707	558	10,596	10,905	2,586	783	18,350	37,250	38,958	83.4	78.7	7,396	3,720	2,356	2,948
	7 mos.	8,026	285,509	15,315	318,225	326,089	36,579	37,290	4,427	71,306	69,926	18,005	5,364	119,791	247,568	250,106	77.8	76.7	70,657	36,060	30,303	30,623
Texas & New Orleans	July	4,091	9,299	437	10,311	12,071	1,645	1,905	185	1,589	1,795	199	246	4,151	8,248	9,161	80.0	75.9	2,064	675	123	499
	7 mos.	4,092	71,300	2,090	77,737	83,132	12,382	13,590	1,061	11,681	11,728	1,413	1,746	28,725	58,733	61,593	75.6	74.1	19,004	7,542	3,024	4,786
Spokane International	July	150	246	....	255	289	51	43	4	26	10	10	4	74	166	148	65.1	51.3	89	45	10	71
	7 mos.	150	1,935	....	1,995	2,129	375	319	25	196	183	69	30	499	1,167	1,140	58.5	53.6	828	421	218	379
Spokane, Portland & Seattle	July	936	2,050	152	2,370	2,918	454	501	57	489	460	129	36	1,015	2,115	2,204	89.2	75.5	255	122	35	325
	7 mos.	936	16,868	603	18,759	19,730	3,001	3,194	408	3,373	3,287	902	252	7,257	14,743	14,640	78.6	74.2	4,016	1,730	1,563	2,527
Tennessee Central	July	284	258	....	285	319	46	44	5	52	48	21	15	114	251	256	87.9	80.2	35	26	—27	2
	7 mos.	284	2,213	1	2,414	2,404	324	300	38	383	361	149	105	859	1,838	1,808	76.2	75.2	575	179	88	159
Texas & Pacific	July	1,828	4,615	430	5,618	6,041	495	870	91	1,074	1,080	284	267	2,586	4,771	5,144	84.9	85.2	846	307	138	151
	7 mos.	1,828	36,558	2,261	43,069	44,194	4,725	5,979	714	7,469	7,424	1,961	1,628	17,719	34,099	35,561	79.2	80.5	8,970	3,794	2,187	2,299
Texas Mexican	July	161	227	....	267	321	36	62	6	30	36	11	11	91	194	255	72.8	79.3	72	28	7	—8
	7 mos.	161	1,812	....	2,011	2,225	326	413	41	236	236	80	86	577	1,390	1,544	69.1	69.4	621	287	128	132
Toledo, Peoria & Western	July	239	561	....	582	629	72	83	7	46	45	13	48	169	372	381	63.9	60.5	210	89	50	72
	7 mos.	239	4,199	....	4,368	4,459	522	534	48	348	355	94	363	1,215	2,734	2,726	62.6	61.1	1,635	722	444	514
Union Pacific	July	9,746	34,338	3,541	41,017	45,094	3,675	5,240	522	7,653	8,186	2,437	1,106	15,321	30,301	33,398	73.9	74.1	10,716	5,884	2,381	2,954
	7 mos.	9,745	244,352	16,229	281,367	298,679	31,772	36,581	4,764	53,708	57,504	16,746	8,580	100,725	210,470	223,442	74.8	74.8	70,897	43,618	15,113	20,531
Wabash	July	2,413	7,537	523	8,833	10,421	911	1,276	126	1,249	1,440	478	337	4,273	7,262	8,314	82.2	79.8	1,571	666	140	505
	7 mos.	2,413	55,914	2,808	65,227	70,995	6,588	8,720	807	9,582	10,335	3,326	2,331	30,336	52,063	57,421	79.8	80.9	13,164	4,847	2,732	3,496
Ann Arbor	July	294	675	....	710	808	68	108	7	146	164	44	26	333	599	710	84.4	87.9	111	46	42	5
	7 mos.	294	4,763	....	4,838	5,149	460	630	39	1,078	1,121	312	211	2,381	4,287	4,702	88.6	91.3	551	388	12	—90
Western Maryland	July	841	2,734	....	2,910	2,982	424	418	57	830	802	301	127	1,215	2,809	2,783	96.5	93.3	101	21	301	299
	7 mos.	842	26,626	....	27,595	29,183	4,213	3,884	442	5,937	5,694	2,159	875	9,245	21,780	21,285	78.9	72.9	5,816	3,356	4,578	5,980
Western Pacific	July	1,188	4,075	357	4,548	4,250	522	587	88	714	707	230	230	1,705	3,521	3,587	77.4	84.4	1,027	420	537	388
	7 mos.	1,188	28,607	1,396	30,731	31,370	4,035	3,690	563	4,899	4,854	1,527	1,785	11,499	24,532	23,556	79.8	75.1	6,199	2,938	2,901	3,880
Wisconsin Central	July	1,031	2,363	39	2,579	2,897	320	455	42	420	435	109	102	1,198	2,200	2,400	85.3	82.8	379	201	—51	49
	7 mos.	1,031	17,950	153	19,435	19,520	2,225	2,691	319	3,049	3,287	766	738	8,308	15,449	16,088	79.5	82.4	3,986	1,389	990	817

New Products Report



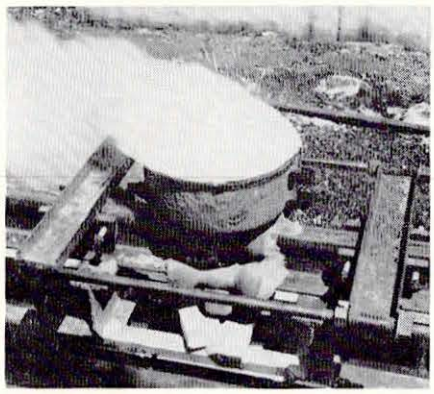
New Rail-Roader Unit

A new Schield Bantam 11-ton-capacity carrier-mounted Rail-Roader has been announced. The new model is an addition to the company's line of Rail-Roaders which includes 8-ton carrier-mounted and 11-ton self-propelled units. The new model, like its predecessors, is equipped with rubber tires for off-track operation and two sets of dolly wheels for on-track operation. The latter are claimed to be quickly raised or lowered and to provide positive traction. When operating on the track the tires on all driving axles ride on the rails. Features claimed include a full-reversing transmission for equal travel speeds in either direction, a multiple-speed transmission in the upper works, remote control for one-man operation from the upper unit and an all-vision cab with 360-deg unrestricted visibility. Carrier and upper works can be powered by either gas or diesel engines. Eleven different front-end attachments are available for use with the machines. *Schield Bantam Company, Dept. RA, Waverly, Iowa.*



Fork-lift Truck

Lift capacity of the lift arm and pallet fork attachment for the Kwik-Mix Hi-Lifter fork truck has been increased 50%, according to the manufacturer. The attachment now is designed to lift 3,000 lb to a height of 35 ft. It is stated that the Hi-Lifter now has the ability to hoist pallets of building materials to a third-story level. *Kwik-Mix Company, Dept. RA, Port Washington, Wis.*



Rail Welding

A new method of butt-welding rails has been introduced. Known as the Exoweld method, it uses preformed disposable molds, welding compound containing aluminum powder, ignition powder, sealing sand, fuses, steel disks and mold clamps. Each mold is contoured to fit standard rails. To weld rails with Exoweld, the ends are first cleaned and alined. The molds are then clamped in position and sealed with sand. Steel disks are placed in the reaction basin and sealed with sand. Exoweld compound is poured into the reaction basin, after which ignition powder is sprinkled on top. The fuses are then inserted and lit. It is claimed that the weld can be made within 10 min after the rails are positioned. It is reported that the completed weld is in the same hardness range as the rails and that composition of the weld metal can be controlled to produce any desired hardness or other mechanical property. *Exomet, Inc., Dept. RA, Conneaut, Ohio; Aluminum Company of America, Dept. RA, Pittsburgh 19, Pa.*

Jack Tamper

The McWilliams jack tamper has been redesigned to position the four pneumatic tamping tools outboard the rails and the hydraulic jacking cylinders outboard the tie ends. The latter is claimed to reduce the tendency to push ties away from the tie plates and rail. In addition, the hydraulic circuit has been redesigned to speed up the jacking operation. *Railway Maintenance Corporation, Dept. RA, Pittsburgh 30, Pa.*

Offset Samples

A kit of 35 samples of materials illustrates what an A.B. Dick Co. Model 320 Table-Top offset duplicator can do. Included in the kit are office forms, bulletins, letterheads, newsletters, a greeting card, tickets, systems paperwork, and other representative material. The entire kit can be obtained free from any of the local A. B. Dick products distributors or from *A. B. Dick Co., Dept. RA, 5700 West Touhy Avenue, Chicago 48, Ill.*

Glass Tint

A new low-cost method of tinting window glass in place provides savings in air-conditioning costs, cuts down glare and reduces fading effects of sunlight on merchandise. A plastic coating is applied by a flow technique and operates in the same manner as an optical filter. The method costs about one-third as much as factory-tinted glass. Nine transparent and three frosted tints are available. *Acorn Glass Tint, 1123 West Century Blvd., Los Angeles 44, Calif.*

the PB-64

TR-900

...a rugged TRAILMOBILE for high profit piggybacking

Here's a trailer that stands up beautifully to the rigors of piggyback service. Its all-steel construction offers solid overall strength in a unit that is surprisingly light in weight—lighter, in fact, than some aluminum units. Its exclusive "integral post" construction is ideally suited to withstand the impacts of normal rail coupling and the hard knocks of city shuttling. And it rides on the famous Trailmobile tandem that has earned a reputation for long term, dependable performance.

And there's room for big payloads too! Inside width is over 93″. Inside height is a big 96″ over the full length of the trailer. And cargoes ride securely on a heavy tongue and groove oak floor that easily supports lift truck loading.

The PB-64 is just one of many design possibilities offered by Trailmobile's CID* concept, which lets you match trailers to your operating conditions. Your nearby Trailmobile representative will provide full details.

Customer Individualized Design

TRAILMOBILE INC.

A SUBSIDIARY OF PULLMAN INCORPORATED

Cincinnati 9, Ohio • Springfield, Missouri
Longview, Texas • Berkeley 10, California

MARKET OUTLOOK *at a glance*

Carloadings Rise 3.2% Above Previous Week's

Loadings of revenue freight in the week ended Sept. 24 totaled 617,635 cars, the Association of American Railroads announced on Sept. 29. This was an increase of 18,919 cars, or 3.2%, compared with the previous week; an increase of 30,024 cars, or 5.1%, compared with the corresponding week last year; and a decrease of 55,745 cars, or 8.3%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended Sept. 17 totaled 598,716 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Sept. 17

District	1960	1959	1958
Eastern	90,441	86,679	93,150
Allegheny	79,915	84,133	112,738
Pocahontas	51,290	49,280	56,326
Southern	109,605	116,134	118,918
Northwestern	99,337	68,049	108,398
Central Western	116,465	117,944	128,473
Southwestern	51,663	55,238	49,757
Total Western Districts	267,465	241,231	286,628
Total All Roads	598,716	577,457	667,760
Commodities:			
Grain and grain products	52,529	54,032	54,337
Livestock	7,530	9,041	9,183
Coal	109,321	106,647	118,900
Coke	4,953	3,294	7,210
Forest Products	40,085	41,888	40,424
Ore	51,102	8,760	56,439
Merchandise l.c.l.	34,968	42,961	52,135
Miscellaneous	298,228	310,834	329,132
Sept. 17	598,716	577,457	667,760
Sept. 10	481,057	477,616	666,223
Sept. 3	577,090	547,806	563,725
Aug. 27	594,770	548,877	646,226
Aug. 20	596,339	542,486	634,231
Cumulative total, 37 weeks	22,029,391	22,258,101	21,020,413

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Sept. 17 totaled 11,505 cars, compared with 8,887 for the corresponding 1959 week. Loadings for 1960 up to Sept. 17 totaled 390,844 cars, compared with 290,685 for the corresponding period of 1959.

IN CANADA. — Carloadings for the seven-day period ended Sept. 14 totaled 78,620 cars, compared with 68,093 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Sept. 14, 1960	76,620	23,083
Sept. 14, 1959	84,907	25,089
Cumulative Totals		
Sept. 14, 1960	2,593,367	993,096
Sept. 14, 1959	2,677,288	987,762

New Equipment

PASSENGER-TRAIN CARS

► *Hudson & Manhattan.*—The Port of New York Authority, in announcing that it is willing to buy the H&M Railroad, says it would spend up to $49,500,000 for 300 new cars and other equipment needed to modernize the H&M (see p. 32).

FOREIGN

► *Guatemala.*—The Export-Import Bank and the Development Loan Fund have jointly announced approval of lines of credit to Guatemala totaling nearly $10 million. The Export-Import Bank will grant $7.5 million of this for purchases of U. S. equipment, materials and services to assist Guatemalan public transportation and communications programs.

► *Rhodesia Railways.*—Is expected to call for tenders on a worldwide basis for more than $1,400,000 worth of passenger coaches for third- and fourth-class service.

SPECIAL

► *Burlington.*—Ordered 50 multi-level superstructures for conversion of flat cars to automobile carriers. The $500,000 order, including 5 bi-levels and 45 tri-levels, is divided between Dana Corp., ACF, and Whitehead & Kales.

► *Union Carbide Plastics Co.*—Has ordered 850 shipping containers of 50,000-lb capacity from Budd. The 8-ft-by-8-ft-by-30-ft boxes are designed to carry dry chemicals in powdered or pellet form. Cost of the containers is said to be between $2.5 and $3 million.

► *Western Pacific.*—Purchasing 40 superstructures for conversion of flat cars to multi-level automobile carriers. Scheduled for delivery Oct. 19, the $354,000 order includes 10 bi-level and 15 tri-level superstructures from Dana Corp., Toledo, Ohio, and 15 tri-level superstructures from ACF.

New Facilities

► *Louisville & Nashville.*—Authorized installation of CTC on 95 miles of main line between Athens and Boyles, Ala., at a cost of $1,800,000. The new system will connect with the Athens-Brentwood, Tenn., segment of CTC and a single control board at Boyles will direct traffic over the entire 200-mile section.

Maintenance Expenditures

► *Down 7.1% in July.*—Expenditures by Class I roads for maintenance of equipment, way and structures in July were down about $18.6 million, compared to the same month in 1959, according to report of AAR Bureau of Railway Economics summarized below:

	July 1960	*July 1959*	*% Change*
Maintenance of Way and Structures	$ 99,455,255	$110,178,575	—9.7
Maintenance of equipment	144,079,363	151,954,250	—5.2
Totals	243,534,618	262,132,825	—7.1

Port Agency Will Bid for H&M

► The Story at a Glance: The Port of New York Authority—up till now adamant in its refusal to tackle rail transit problems—last week came up with a proposal to buy, renovate and run the Hudson & Manhattan Railroad. The bi-state port agency said it would be willing to buy the New York-New Jersey transit line, plus H&M real estate in Manhattan, for $20,500,000. It would then spend up to $49,500,000 more in a modernization program, the Port Authority said.

In the long debate on the cause of —and solution to—the commuter problem between New York City and its nearby New Jersey suburbs, one point has been steadfastly maintained. The Port of New York Authority, which with its bridges and tunnels and special tax status has often been blamed for the financial difficulties of privately operated rail competitors, has consistently held that its commitments to its bondholders would not let it enter the deficit-haunted rail transit field.

A possible way out of the impasse seemed to be in sight last week. The Port Authority told a New Jersey Senate investigating committee that it had been holding discussions with New Jersey Highway Commissioner Dwight Palmer and his Division of Railroad Transportation on ways the Port Authority could help in a solution of the commuter problem.

Reiterating that there were both financial and legal reasons why the Port Authority as a self-supporting agency could not take on the deficits of the commuter railroads in the metropolitan region, PA Executive Director Austin J. Tobin said that the Port Authority would be willing to acquire and finance the Hudson & Manhattan—if bi-state legislation could be passed to assure that the Authority would not thereby become generally or further involved in commuter railroad deficits.

"The core of the problem," Mr. Tobin told the New Jersey Senate committee, "is whether or not the two states could build a statutory fence around the Hudson & Manhattan by guaranteeing to investors that the Authority would not and could not become involved in the large and increasing deficits of the New York and New Jersey commuter railroads."

Summarizing the kind of legal "fence" he had in mind, Mr. Tobin listed four points:

- Investors would need "contractual assurance, with statutory protection," that the Authority's responsibility for commuters would be confined to the present H&M system.
- The Port Authority would expect to acquire all H&M property, including real estate, on the basis of present realistic market values, which Mr. Tobin said amounted to about $20,500,000. (H&M, through Trustee Herman Stichman, said later that, although it was interested in the proposal, the price was too low.)
- Present operating agreements between the H&M and the Pennsylvania Railroad would have to be transferred to the Authority on reasonable financial terms, to permit continued use by H&M of the PRR track and facilities between Jersey City and Newark.
- Commissioner Palmer's proposal (part of the N.J. program to maintain commuter service by contract payments [RA, Aug. 29, p. 10]) to link the Jersey Central to the H&M by using Lehigh Valley tracks to reach Pennsylvania Station at Newark, would have to be carried out to make it possible for the H&M to handle all interstate commuters now coming into New York by ferry. (The H&M already has connections with the Erie and Lackawanna Railroads; Mr. Tobin said that the improved H&M would need to handle commuters who now use Lackawanna ferries as well as those from the Jersey Central.)

To carry the additional passengers that would result from these proposals the Port Authority indicated that a total of 300 new cars would be needed, at an estimated cost of almost $30,000,000. The capital cost of acquiring these cars, rehabilitating and modernizing the railroad including terminals and office buildings, would run between $40,000,000 and $50,000,000, Mr. Tobin said, in addition to the cost of purchasing the H&M.

Mitchell Cites RR 'Needs'

Railroad efforts to obtain relief from subsidized competition and discriminatory taxation have picked up support in the person of Secretary of Labor James P. Mitchell.

In a Sept. 23 speech at the Railroad Brotherhoods Institute at Cornell University (RA, Sept. 26, p. 64), Mr. Mitchell also pointed out that railroads need authorization "to operate a variety of transportation media, without hampering restrictions;" and that rate regulations based on the outmoded monopoly concept need revision.

"Legal alteration, of course, will not of itself renovate the competitive posture of the roads," the Secretary said. "Beyond this, but in concert with it, lies a demand for the same brand of imaginative business skill which guided the original growth of the industry into the giant it became."

Mr. Mitchell noted that skill of this kind is evident today in a variety of forms—piggybacking, mergers and the "pooling and rationalization of traffic." Ideas like these are contributing to the changing nature of the railroad industry and the basic redevelopment of its competitive position, Mr. Mitchell said.

Yet this type of industrial changeover invariably involves the rights, security and future of employees, Mr. Mitchell continued.

Management and labor thus have a mutual goal—"that of engineering a flexible, competitive economic position without paying for it in individual human suffering," he said.

Since there is nothing to indicate that the growth and progress of formidable competitors of the railroads is going to diminish, the need for modernization of operation while preserving the rights and working conditions of employees becomes the target for all, he declared.

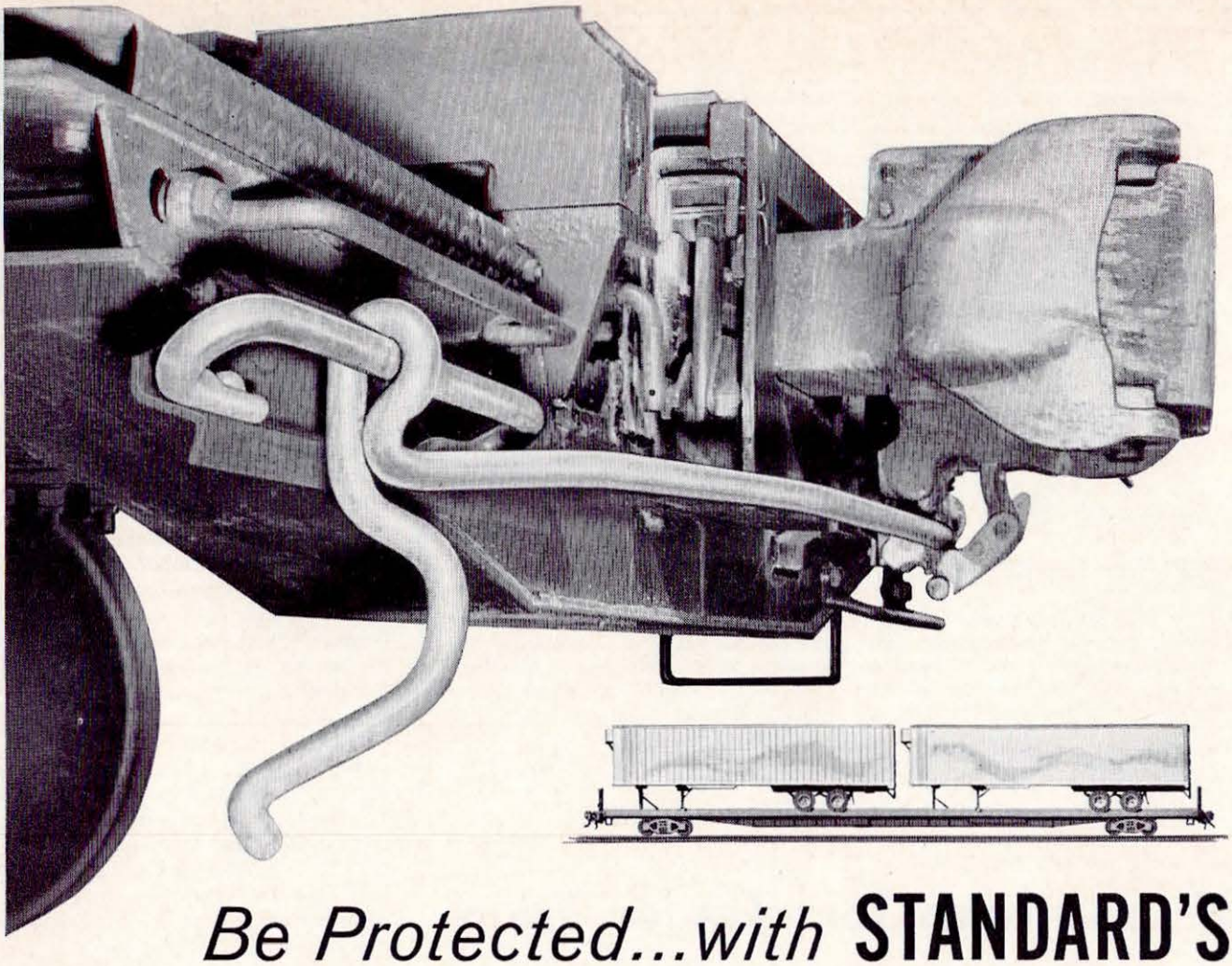
ACL Wins 'Socrates Award' For Newspaper Ads

"The consistently outstanding quality of its newspaper advertising" has won for Atlantic Coast Line this year's "Socrates High Award." The award, now in its 43rd year, is presented each October by Transportation Ad-Views, national publication of Vincent Edwards & Co., Boston.

ACL won the award in competition with several hundred other companies in its field. The award was presented to Donald T. Martin, ACL's director of public relations and advertising.

Judging of the advertising is based on originality, layout, copy, art and merchandising.

Top ten transportation companies in 1960 were listed as: ACL, Trans-Canada Air Lines, Canadian National, Milwaukee Road, Union Pacific, Western Airlines, Burlington, Delta Airlines, Isbrandtsen Co., and Seaboard Air Line.



Be Protected...with STANDARD'S New and Improved Coupler Device!

Standard's New and Improved Coupler Device does the job right.

It maintains uniform clearance between the operating rod eye and locklift lever under *all* conditions.

And this uniform clearance is maintained on couplers used with long travel draft gears, cushion underframes and wide opening strikers—as well as standard underframe conditions.

The Standard *New* and *Improved* Coupler Device provides greater protection against train separations —eliminates any possibility of the operating rod eye rotating the locklift lever towards lock set position.

So, add Standard's *New* and *Improved* Coupler Device to your "must do" list. Your Standard representative has the details on this and other efficiency-producing products.

For complete information, write or contact your *Standard Railway representative, Hammond, Indiana.*

STANDARD RAILWAY EQUIPMENT

division of STANRAY CORPORATION

CHICAGO, ILLINOIS • NEW YORK, NEW YORK • SAN FRANCISCO, CALIFORNIA

WP Fires Up 94 for Anniversary Run

The "California Zephyr" doesn't usually arrive in Oakland, Calif., with steam power on the head end —but it did on the day Western Pacific celebrated the 50th anniversary of its first through passenger run. No. 94, a well-preserved 4-6-0, made the original run 50 years ago and WP brought it out of retirement to do the honors in recreating the historic event. President F. B. Whitman, who began his career as a locomotive fireman 41 years ago, was in the cab of No. 94 and took part in brief welcoming ceremonies after the Zephyr arrived in Oakland.

SP, Southern Join Trailer Train

With the addition of Southern Pacific Lines and the Southern Railway to Trailer Train membership, the national piggyback car pool now covers 75 per cent of the nation's rail network. In announcing that the two large systems had joined TTX, John E. Wightman, Trailer Train general manager said, "There are now 31 railroads and a freight forwarder serving 46 states sharing ownership of the company, and leasing equipment from its pool of 4,659 piggyback flat cars."

Mr. Wightman, calling the TTX piggyback pool "largest by far in the country," recalled that Trailer Train started in 1956 with only two members and a fleet of 500 piggyback flat cars.

"In less than five years, we have seen the organization mushroom from border-to-border and coast-to-coast and our car fleet expand steadily as more and more modern roller bearing cars capable of hauling two full-sized trailers have been added," Mr. Wightman said.

"Now," he continued, "Trailer Train piggyback service is expanded and strengthened again by the addition of the Southern Pacific and the Southern Railway [and] opportunities for interchange routes for shippers and receivers served by all our owners are greatly increased throughout the south, southeast and west, as is the efficiency of interline movement through use of standard cars."

Johnson: REA Ready for New Role as RR Customer

Railway Express Agency will be "in range of the break-even point" by July 1961. W. B. Johnson, REA president, who picked up the reins of the faltering agency 18 months ago, made this prediction at the annual meeting of the National Small Shipments Traffic Conference in Chicago.

He blamed his agency's troubles on poor organization, inflation and too much unregulated competition. "The notion of monopoly is a will-o'-the-wisp," he said. "We're faced with a tremendous conglomeration of competition."

Mr. Johnson told the NSSTC how the present Standard Operations Agreement helped REA meet "the worst crisis that confronted the express business in 121 years."

Under this agreement, REA is free to choose its own routes, to set prices and to make a profit. Historically, railroads routed express shipments, published rates and, as owners, split up REA's revenues. Beginning next July, REA will buy line haul transportation from the railroads—as it now does on the Chicago & North Western—and will then become a customer of the railroads instead of a stepchild.

What is REA doing to overcome a $38 million out-of-pocket deficit and emerge as a potent, competitive force in the small shipments field? Mr. Johnson outlined a three-pronged program embracing economy, competition and service.

- Organizational streamlining has trimmed excess salary and wage expenses. Increased use of containerization and piggyback has reduced handling costs. Little-used stations are being closed or consolidated. Equipment is being modernized—$13 million has been committed to capital improvements since last October.
- REA has come out of its cocoon and is competing for new, attractive business. "The weight-distance concept of pricing is outmoded," said Mr. Johnson. "We are working on a new rate structure for small shipments—a radical new approach to pricing."
- "We don't make a profit if we don't serve the public. REA is unique —a coordinated, integrated service that can do the whole job for the shipper."

(For one example of REA's new look, see the story on p. 12, which describes the first steps in the agency's new key-point terminal program.)

Government-Guaranteed Loans Dwindle at ICC

Loan guaranty business at the Interstate Commerce Commission has come to a halt. When the Commission recently approved the Chicago & Eastern Illinois' application for guaranty of a $3,000,000 loan, it cleared the docket. The guaranty arrangements were set up by the 1958 Transportation Act, which authorized guaranty of loans totaling $500 million.

Loans totaling only $66.3 million have been guaranteed thus far. Railroads involved, in addition to C&EI, were Boston & Maine, Lehigh Valley, Georgia & Florida, New Haven, New York Central, New York, Susquehanna & Western and Norfolk Southern. The Commission has denied only one loan-guaranty application—that of the Atlantic & Danville.

Dividends Declared

ATLANTIC COAST LINE.—5% non-cumulative preferred, $2.50, semiannual, payable Nov. 10 to holders of record Oct. 25.

BEECH CREEK.—50¢, quarterly, paid Oct. 1 to holders of record Sept. 15.

BESSEMER & LAKE ERIE.—$1.50 preferred, 75¢, semiannual, paid Oct. 1 to holders of record Sept. 15.

People in the News

ASSOCIATION OF SOUTHEASTERN RAILROADS.—Eugene W. Burroughs, Jr., general statistician, **Seaboard,** appointed assistant director of research, Association of Southeastern Railroads, Washington, D.C., succeeding **Robert L. Cornelius.**

CANADIAN NATIONAL.—D. I. Grant, vice president, associated services, Montreal, Que., retired Oct. 31.

Colin T. Cameron, regional employee relations officer, operating department, Winnipeg, Man., appointed assistant chief of car equipment, Montreal.

Thomas Havelock Dickson, chief electrical engineer, Atlantic region, Moncton, N.B., retired.

Andrew T. Matthews, assistant to vice president of traffic, appointed assistant freight traffic manager, Central region, Toronto, Ont.

CHICAGO & EASTERN ILLINOIS.—Harvard R. Osmond, assistant vice president—coal traffic, elected vice president—coal traffic, to succeed **H. G. Feth,** retired. Mr. Osmond's successor is **Richard E. Miller,** coal traffic manager, who in turn is replaced by **T. F. Murphy.**

ELGIN, JOLIET & EASTERN.—J. E. Arado appointed assistant general freight agent, Chicago.

FRISCO.—V. R. Copp, special engineer, Springfield, Mo., appointed principal engineer there, succeeding **Oscar Fischer,** who retired Sept. 30. **B. E. Buterbaugh,** construction engineer, Springfield, replaces Mr. Copp.

MAINE CENTRAL.—Ansel N. Tupper, acting superintendent, appointed superintendent, Portland, Me. **John E. Hamilton** named assistant to director of personnel.

MILWAUKEE.—W. Vincent Dilworth, assistant to freight traffic manager, sales and service, Chicago, appointed general agent, Buffalo, N.Y., succeeding **William A. Stauffer,** who retired Sept. 30. **Robert L. Johnson,** chief clerk in the office of general freight traffic manager, Chicago, replaces Mr. Dilworth.

MISSOURI PACIFIC.—W. G. Marbury, chairman of the board and chief executive officer, Mississippi River Fuel Corp., St. Louis, elected chairman of the board, MP.

Oliver W. Storck, general agent, Atlanta, Ga., named to the newly created position of southeastern traffic manager there. **Kenneth K. Cobb,** import-export agent, Houston, appointed general agent, Laredo, Tex., succeeding **J. N. Dutcher,** transferred to Los Angeles. **Mario V. Fattori,** traffic representative, New Orleans, replaces Mr. Cobb. **Raymond J. Marshall,** general agent, Birmingham, Ala., appointed to the newly created position of general agent, New Orleans.

Stanley L. Hopton, commercial agent, Milwaukee, Wis., appointed general agent, Chattanooga, Tenn., to replace **August W. Lange,** transferred to Birmingham, Ala.

RAILWAY EXPRESS AGENCY.—Ernest T. Williams, assistant vice president—personnel, retired.

ROCK ISLAND.—Murl Bonesteel has been appointed assistant superintendent of dining and sleeping cars, Chicago. **C. H. Gray,** master mechanic, Chicago division, named superintendent, Southern division, El Reno, Okla.

Lloyd N. Bright and **T. A. Stoery** named assistant general freight agents, Chicago. **Leo H. Dahms** appointed district traffic representative, Philadelphia. **L. S. Harris,** general freight agent, Chicago, appointed assistant freight traffic manager, Fort Worth, Tex. **W. E. Jones, Jr.,** division freight agent, promoted to division freight and passenger agent, Oklahoma City, Okla. **J. D. Kirtley,** district traffic representative, Hutchinson, Kan., named general agent, Houston, replacing **D. F. Newberry,** transferred to Pittsburgh. **C. R. Sheets** appointed general freight agent, Chicago.

B. J. Boesen and **W. B. Kawa** appointed purchasing agents, Chicago.

J. K. Beatty named assistant superintendent safety and operating rules.

SOO LINE.—James T. Hartnett, assistant to general freight traffic manager-sales and service, Minneapolis, appointed freight traffic manager-sales there, succeeding **William C. Giese,** who retired Oct. 1. **Kenneth H. Peterson,** assistant to general freight traffic manager-sales, Chicago, named freight traffic manager there. **George B. Shimek,** assistant freight traffic manager-sales, Minneapolis, appointed traffic manager-sales. **Russell F. Berndt,** passenger traffic manager, named traffic manager, rail-van and merchandise services. **Paul H. Sullivan,** assistant passenger traffic manager, appointed general passenger agent. **John Holloway,** general agent, Edmonton, Alta., named assistant traffic manager, Milwaukee, Wis., succeeding **E. S. Rogers, Jr.,** resigned. **George A. Larson,** chief clerk and administrative assistant, promoted to the newly created position of assistant to vice president, traffic.

E. R. Henkel, assistant mechanical superintendent, Minneapolis, appointed superintendent of motive power there, and his former position abolished. **George W. Hansen,** assistant superintendent car department, Minneapolis, appointed superintendent car department there, to succeed **L. R. Kassick,** supervisor freight car department, who retired July 31. **D. W. Paul,** car foreman, Thief River Falls, Minn., named to replace Mr. Hansen.

SOUTHERN.—Lee M. Davis, superintendent stations and transfers, Chattanooga, Tenn., promoted to general freight claim agent there, succeeding **M. Mason Barber,** retired.

TEXAS & PACIFIC.—Effective Sept. 30, position of superintendent communications abolished and matters pertaining to communications placed under the jurisdiction of the Engineering Department.

UNION PACIFIC.—A. D. Hanson, general manager-labor relations, Omaha, Neb., named assistant to the executive vice president, in charge of personnel and labor relations there.

Supply Trade

J. E. Goodwin has been elected president of the **United States Railway Equipment Co.** and the **U.S. Railway Leasing Co.** He was formerly vice president of the equipment company.

Nicholas A. D'Arcy of Huntington Park, Cal. has been appointed Southern California representative of the **Vapor Heating Corp.,** Chicago.

M. M. Murray has been appointed manager of engineering administration, **Freight Division** of **Pullman-Standard,** Michigan City, Ind.

Ansel N. Tupper
MC

J. E. Goodwin
U.S. Ry. Equip.

Premier Industrial Corp., Cleveland, Ohio, has announced formation of a subsidiary, **Premier Fastener, Ltd.,** of 218 Front Street East, Toronto, Ont., Can.

Guy R. Porter, Jr., district manager, has been appointed Atlantic regional manager, Industrial Division, **Gould-National Batteries, Inc.,** Philadelphia, Pa., succeeding **George P. Millington, Jr.,** named Central zone manager, Trenton, N.J.

J. E. LeMay has been named manager of technical service for brush and railroad products by **National Carbon Co., Division of Union Carbide Corp., at New York. John Gibb,** carbon products sales representative, Dayton, Ohio, has been appointed mideastern division manager of brush and railroad products at Pittsburgh, Pa. **Edward T. Anderson,** technical service manager for railroad products, New York, has been named manager of original equipment manufacturer diesel brush sales at Chicago.

Union Carbide Development Co., Division of Union Carbide Corp., has appointed the following sales representatives for ULOK cube air filters: **C. R. Clingman, Inc.,** 306 Pere Marquette Building, New Orleans, La.; **J. F. Spears Co.,** 2001 South West First Street, Miami, Fla.

Oakite Products, Inc., announced election of **J. Justin Basch** as second vice president and **William A. Baltzell** as vice president. Mr. Basch has been vice president in charge of marketing and will continue to be responsible for the marketing, research and product development programs. Since 1958 Mr. Baltzell has been industrial sales manager, which position he will continue to hold.

William V. Davey has been appointed sales manager, **Railway Devices Co.,** St. Louis 1, Mo.

Robert R. Curtis has been appointed New York district sales representative, **American Car & Foundry division of ACF Industries.** Mr. Curtis previously spent nine years with Minnesota Mining & Manufacturing Co. as a special representative to eastern railroads.

OBITUARY

Graham C. Woodruff, 80, retired president of the **L.C.L. Corp.,** New York, died Sept. 19 at his home in that city.

Ephraim Rigg, 68, retired vice president, **Rock Island,** died Sept. 17 at Salem, Ill.

Frederick Quee Tredway, 67, who retired in June 1958 as assistant to vice president, system passenger traffic—public relations, **Southern Pacific,** San Francisco, died Sept. 20 at Southern Pacific Hospital in that city.

You Ought To Know...

Report from the C&O clarifies our item on British "Road-railers" (RA, Sept. 19, p. 72). These combination rail or highway vehicles were not "conceived independently," as reports from England indicated, but are in fact C&O's Railvans modified for British use under a license agreement with Britain's Pressed Steel Co. They have different brakes, bodies and certain other features, but retain the Railvan's suspension and general concept throughout.

British Railway electrification now under construction is described in papers prepared for the British Railways Electrification conference in London, Oct. 3-7. Delegates from the U.S. are: K. A. Browne, director of research, C&O; S. V. Smith, assistant electrical engineer, PRR; J. Stair, Jr., Gibbs and Hill; R. R. Manion, assistant vice-president, NYC; M. I. Yasuna, mechanical and electrical engineer, NYC; and H. H. Duehne, assistant mechanical engineer—electrical, NYC. Messrs. Browne and Smith are reporters for the AAR; Messrs. Duehne and Smith for the AIEE.

D. E. Ferner has been elected president of the Chicago South Shore & South Bend, succeeding Jay Samuel Hartt, elected chairman of the board. W. P. Coliton, vice president of operations of the Minneapolis & St. Louis, succeeds Mr. Ferner as vice president and general manager.

Orders totaling $31,000,000 have been received by General Electric for locomotives, transportation equipment, and parts. Included are some 200 locomotives of various types and sizes, electrical equipment for a number of metropolitan transit cars, and spare parts for these and other transportation equipment already in service.

Rail brotherhoods last week were studying possible court action on the ICC decision approving the Erie-Lackawanna merger (RA, Sept. 26, p. 9). The matter was on the agenda for a meeting of the Railway Labor Executives Association—a meeting just under way as this issue went to press. Basis for the unions' discontent was said to be the ICC's determination that it was not required to require a job freeze in approving the merger.

Eastern railroads opposing C&EI's joint rail-barge coal rates will be heard when ICC hearings resume in Washington Oct. 25. C&EI requested full Commission consideration of the "Gartland coal rate case" when a Division 2 decision earlier this year held the joint rates were not compensatory.

Round-trip fares have been cut to only 15% above cost of normal one-way tickets between Dallas and Denver and between Fort Worth and Denver - Colorado Springs-Pueblo by Colorado & Southern. New fares went into effect Sept. 1 for a four-month trial period.

A $4-billion "injury industry" has grown up in the United States, according to University of Michigan legal researchers. Railroad and bus companies pay $100 million of this. Other parts of the total: $1.1 billion paid by insurance companies for personal injury automotive accidents, $200 million paid by insurers for other personal injuries; $1.0 billion or more in workman's compensation benefits; $1.4 billion or more in expenses of insurance companies, courts, and administrative agencies handling personal injury claims.

ACL'S 33% interest in the L&N is what Illinois Central has asked for itself as a condition to possible ICC approval of the proposed ACL-SAL merger. In addition to wanting to buy the ACL share in the L&N, IC has also requested the Commission to deny control of CofGa by either Southern or the proposed Seaboard Coast Line Corp.—or to permit IC to "participate equally in joint control" of CofGa by any of its connecting lines.

Grand Central's new office building, slated to be the largest commercial structure in the world when it is completed, has a new name. The 59-story skyscraper to be built over NYC's Grand Central Terminal has been renamed the Pan Am building, after Pan American Airways, the principal tenant.

Legislation to ease commuter railroad crises in metropolitan areas will pass at the next session of Congress as part of the Federal Urban Renewal Program, Philadelphia City Solicitor David Berger predicted last week before the National Institute of Municipal Law Officers. Mr. Berger said that forthcoming federal legislation will be patterned after U. S. Senate bill 3278 providing a $100 million revolving fund for low-interest loans for the purchase of new cars and other modernization.

Southern has received relief from Section 136.602 of the ICC's Rules, Standards and Instructions with regard to dragging equipment detector installations. Section 136.602 requires that, where such detectors are installed in automatic block signal territory, they shall be interconnected with the signal system. In a recent decision, the Commission will allow the Southern to install dragging equipment detectors at 99 locations, provided that the system of transmitting information concerning actuation of the detectors by a train to a central record center and of advising the train crew by radio that an abnormal or dangerous condition exists, is installed and maintained.

Two new TOFC schedules between Philadelphia, Reading, and Harrisburg, Pa., and points in the west, including service for the first time to Cincinnati and Dayton, Ohio, have been announced by the Reading.

Mediators are busy trying to make peace on the Rutland where four operating organizations (BRT, BLE, BLF&E and ORC&B) have been on strike since Sept. 16, over local wage and rules issues. NMB was also trying to head off a threatened BRT strike late last week against the South Buffalo.

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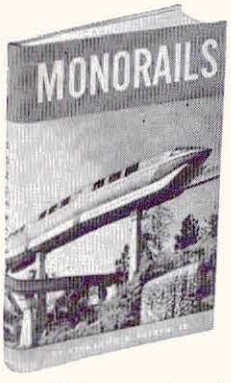

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High Switching Costs Reduce Jobs

The railroads have a double reason to be watchful of their costs — (1) the standard business goal of converting as much as possible of their gross revenue into net earnings; and (2) the urgent necessity of keeping handling costs low on competitive traffic, so they may quote rates which will attract tonnage.

The Interstate Commerce Commission will not permit railroads to establish competitive rates which are below out-of-pocket costs—hence every rise in railroad costs which occurs in the handling of competitive traffic automatically reduces the "potential" traffic for which railroads are allowed to compete.

High terminal costs (currently ranging, on the average, between $40 and $80 per carload, in the case of box cars) are particularly harmful in their effect on the railroads' ability to compete for traffic in the shorter hauls—because this $40-$80 cost is one which applies regardless of length of haul. As was pointed out on this page in our July 4 issue, terminal costs have been rising much more rapidly than line-haul costs.

About half of terminal costs are those incurred by switching operations — and wages paid to switching crews are, of course, a large element in these costs. The accompanying table relates freight and passenger car-miles to the hours and wages of road and yard enginemen and trainmen, comparing 1959 with 1939. It will be noted that yard crews' hourly earnings increased 205% in the 20-year period, while their performance in relation to car-miles rose barely 1%. The car-mile performance of road crews went up 12% for passenger crews and 37% for freight crews in the same period, while the hourly earnings of these crews rose by a smaller percentage than did those of yard employees.

The end result was that railroads got 67% less car-mile performance per $1 of wages to yard crews in 1959 than in 1939. The decline in car-miles per $1 of wages was 61% in the case of passenger crews, and 52% for road freight crews.

There is always a lot of discussion about "increased productivity" of employees. This contention has some validity, when individuals or crews are compared with other individuals and crews. For example, on this page in our August 15 issue we showed figures indicating a difference of almost 100% in the efficiency of two yard crews operating in the same yard. But "increased productivity," as an average over the years, is probably not attained because employees work harder or more skilfully in 1959 than they did in 1939, but, rather, because methods of operation and equipment have been improved. In any event, in railroad switching service, the modest "increased productivity" the figures reveal has been compensated for several hundred-fold by increased wages.

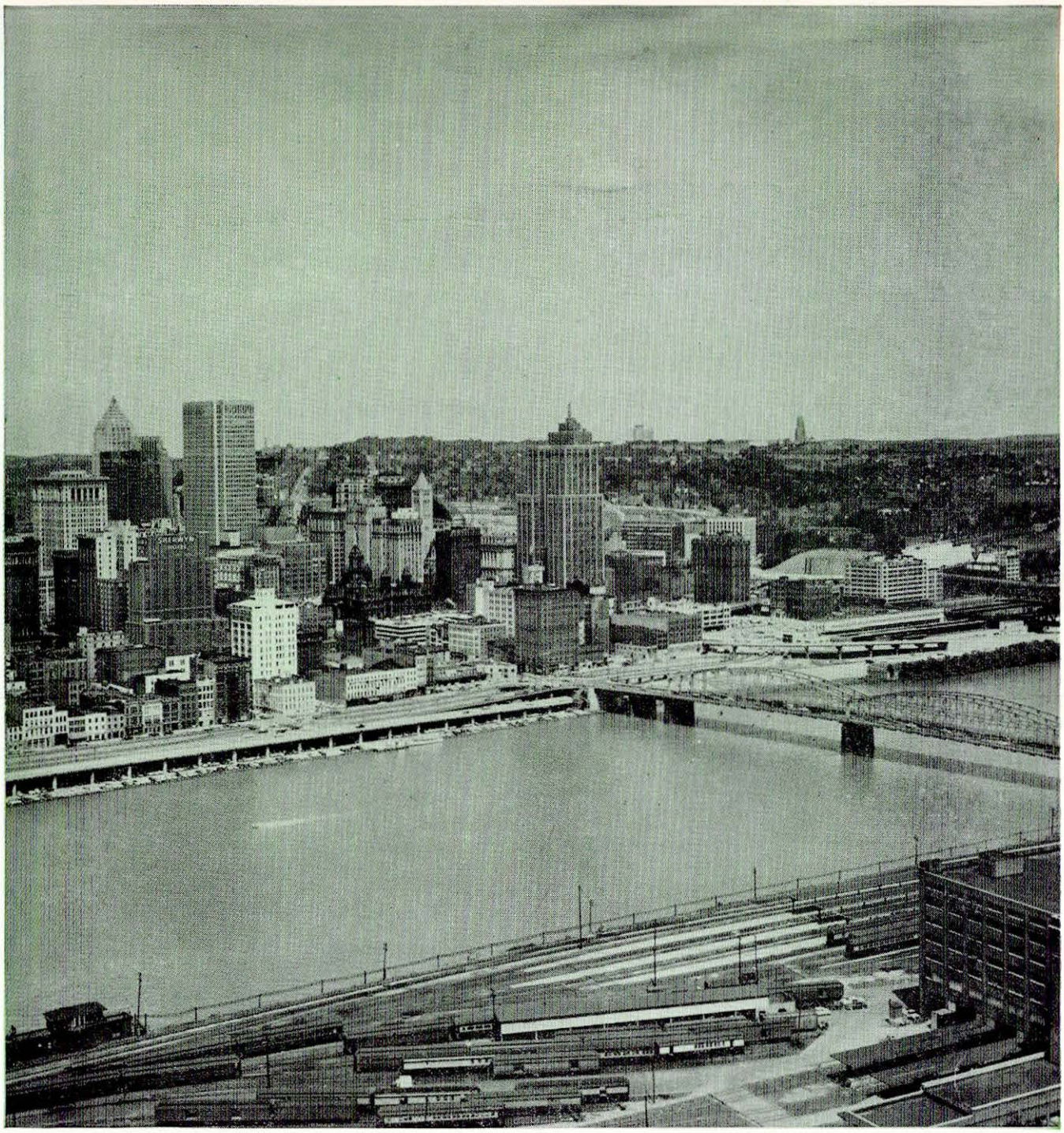
The problem of inflationary rises in costs presents just as much a challenge to railway labor organizations as it does to railway management—because, unless railroads can keep their costs down they cannot compete successfully for traffic; and when traffic is driven away by high costs and high rates, railroad employment suffers along with railroad earnings. Railroads have no resources (as other forms of transportation do), except their direct earnings, to draw upon for payment of wages and other expenses.

The interests of railroad managements and labor organizations are exactly parallel in controlling costs—especially those costs such as terminal costs which have such a direct bearing on the railroads' ability to compete for traffic.

Performance of Yard and Road Crews in Relation to Wage Payments

	AVG. EARNINGS PER. HOUR¢		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	91.5	279.4	+205
Passenger " " Trainmen	99.4	281.3	+183
Freight " " "	89.7	256.4	+186
	CAR-MI. PER HOUR WORKED*		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	127.6	128.6	+ 1
Passenger " " Trainmen	26.3	29.4	+12
Freight " " "	80.1	109.8	+37
	CAR-MI. PER $1 OF WAGES*		% CHANGE
	1939	1959	
Yard Enginemen & Switchmen	139.4	46.1	—67
Passenger " " Trainmen	26.5	10.5	—61
Freight " " "	89.4	42.8	—52

*Car-mi. used in calculations are total of freight and passenger car-mi. in case of yard employees, but are separated between freight and passenger car-mi. for road train and engine crews.



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